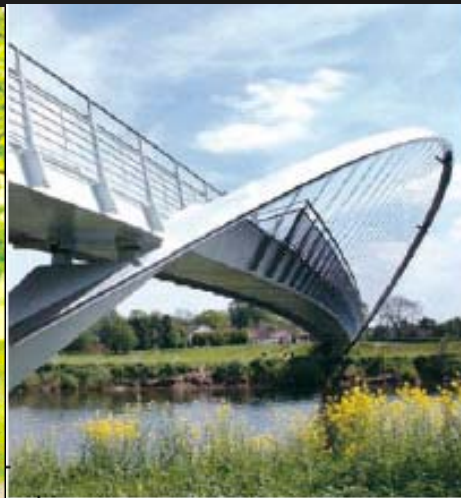




# Towards a new local transport plan for York – LTP3

## Issues and Priorities - Draft Report

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# Background

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## Background to LTP3 consultation

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Consultation with residents took place in November and December 2009, in the form of a postal survey, with closing date of 18 December.

The survey was distributed by hand and post to all York households (c87000), in a leaflet combined with the annual budget consultation. The response was exceptional at 14% – a total of 12,190 completed surveys. 12,092 completed the survey by post and 98 completed it online. The results are accurate to within +/- 0.8% at the 95% confidence level.

Data-processing was carried out by an independent research agency; the report was written by the market research team, Marketing & Communications.

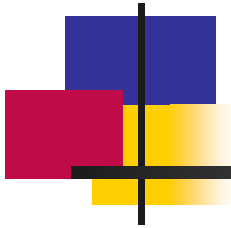
This report shows the figures for respondents who gave a definite response to each question. Where responses do not add up to 100% this is due to multiple coding or computer rounding.



## Key findings from LTP3 2010

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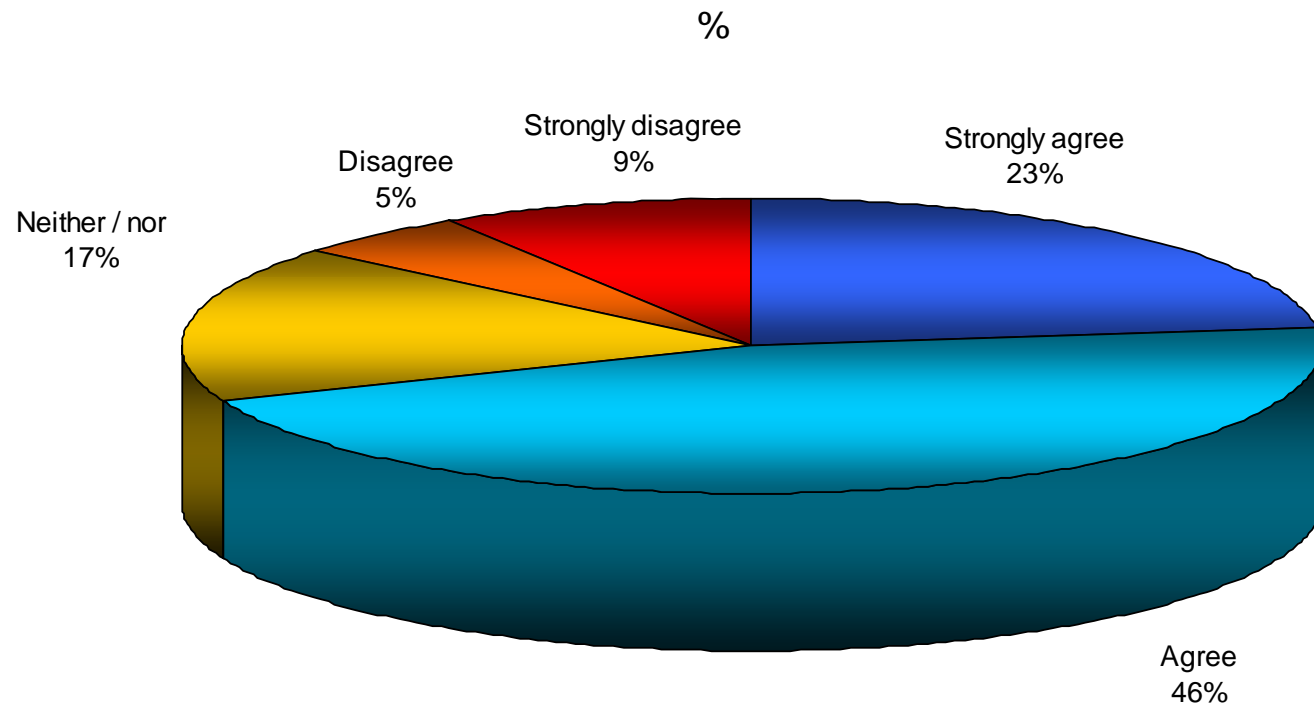
- Seven out of ten respondents support York's vision for transport. Overall there is support for York's goals being the same as the national transport goals, with 71% favouring supporting the economy through reliable and efficient transport.
- Congestion (81%), managing traffic into and around the city (75%) and managing traffic into and from York (70%) are the most important transport challenges for addressing pressures on the city.
- Respondents think the council could tackle transport-related pressures by improving public transport (73%), making better use of the transport networks (71%), managing the amount of traffic entering the city (71%) and better management of delivery vehicles (69%).
- Respondents tend to travel in and around the city by car (38%), by bus (23%) and on foot (16%).



## York's vision for transport

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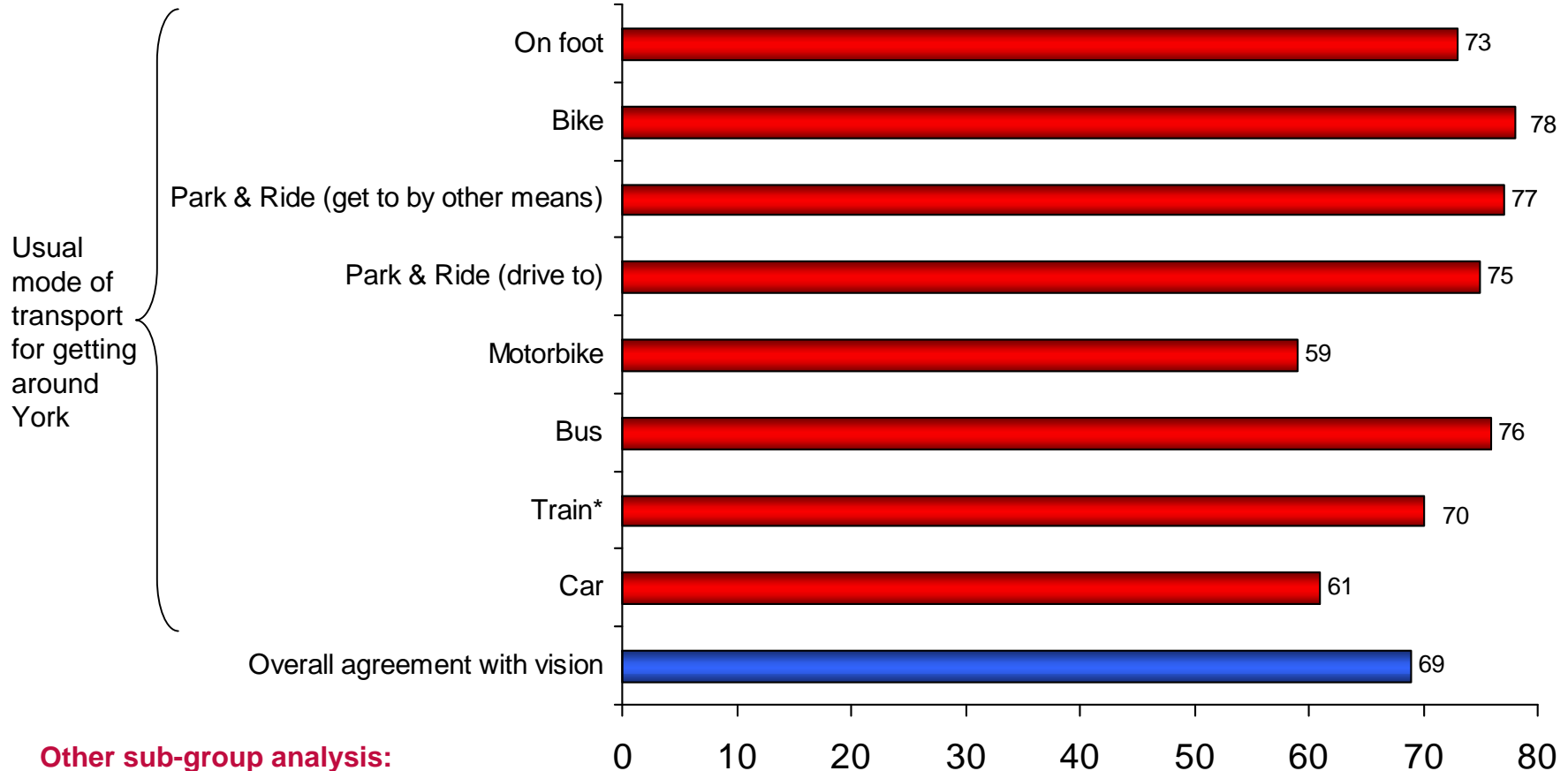
# 69% of respondents agree with York's vision for transport





Respondents who usually travel by bike (78%), Park and Ride (75%-77%) or by bus (76%) are significantly more likely to support York's vision for transport.

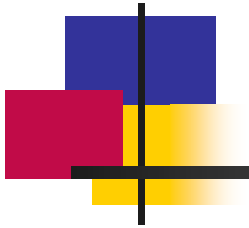
% Agreement with the vision by usual mode of transport



**Other sub-group analysis:**

Respondents over 75 years of age (76%) are also significantly more likely to support for York's vision for transport.

\*Low base – treat result with caution.

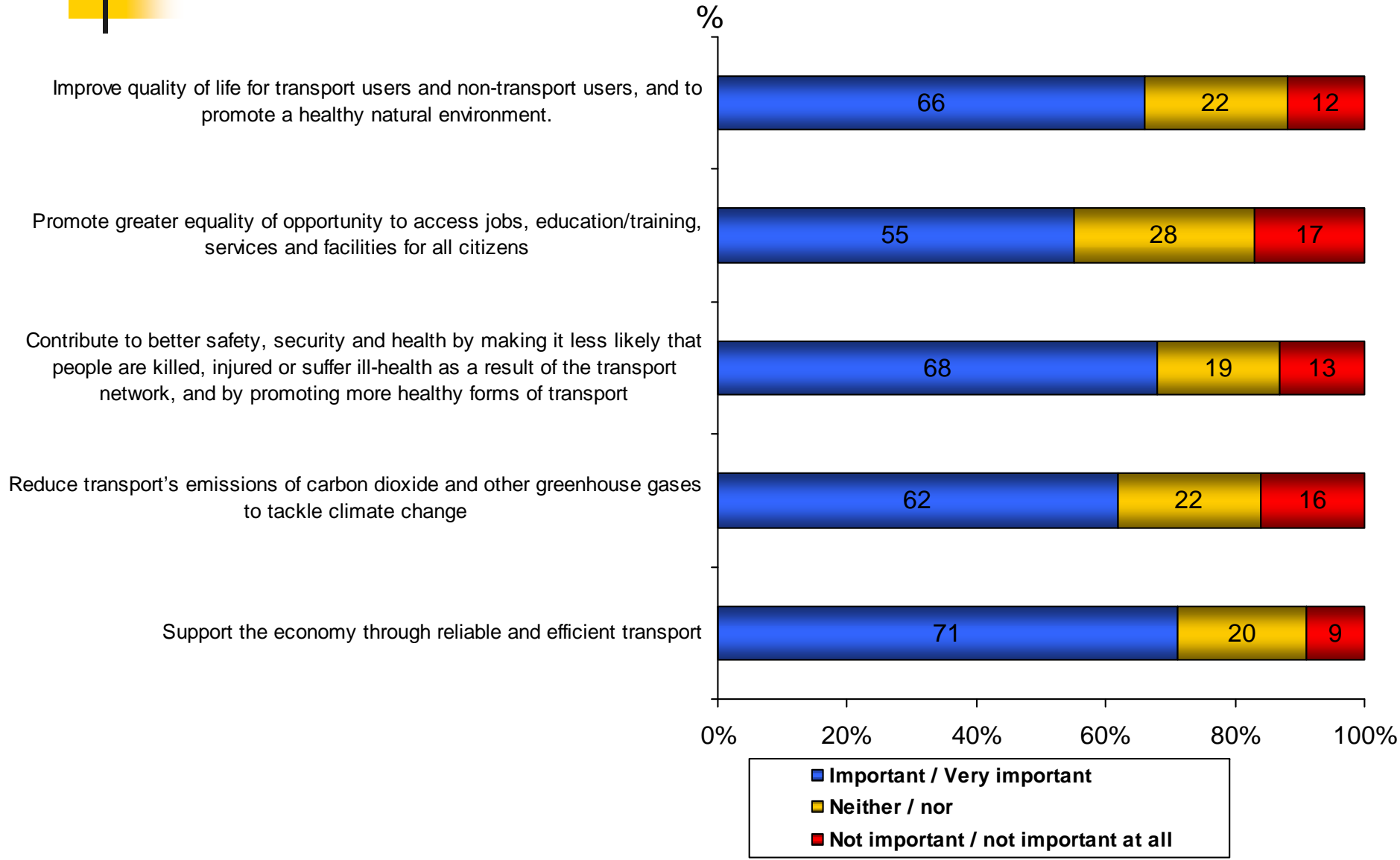


# York's goals for transport

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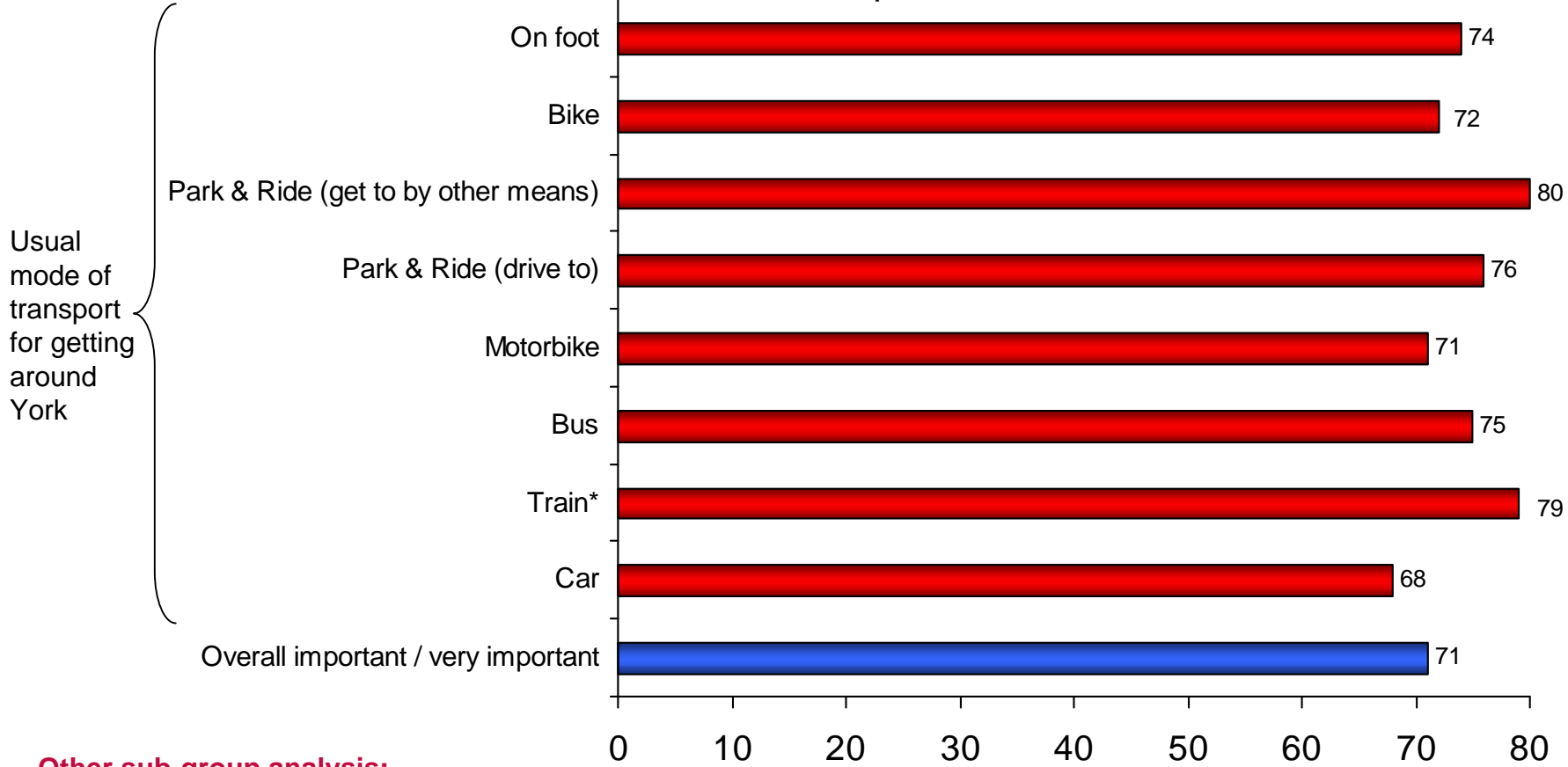
Overall there is majority support for York's goals being the same as the national view; 71% think the council should support the economy through reliable and efficient transport and 68% think promoting more healthy forms of transport is important.





Respondents who usually travel by Park and Ride, getting there by other means, (80%) are significantly more likely to think it's important to support the economy through reliable and efficient transport.

% who think it's important to support the economy through reliable and efficient transport



**Other sub-group analysis:**

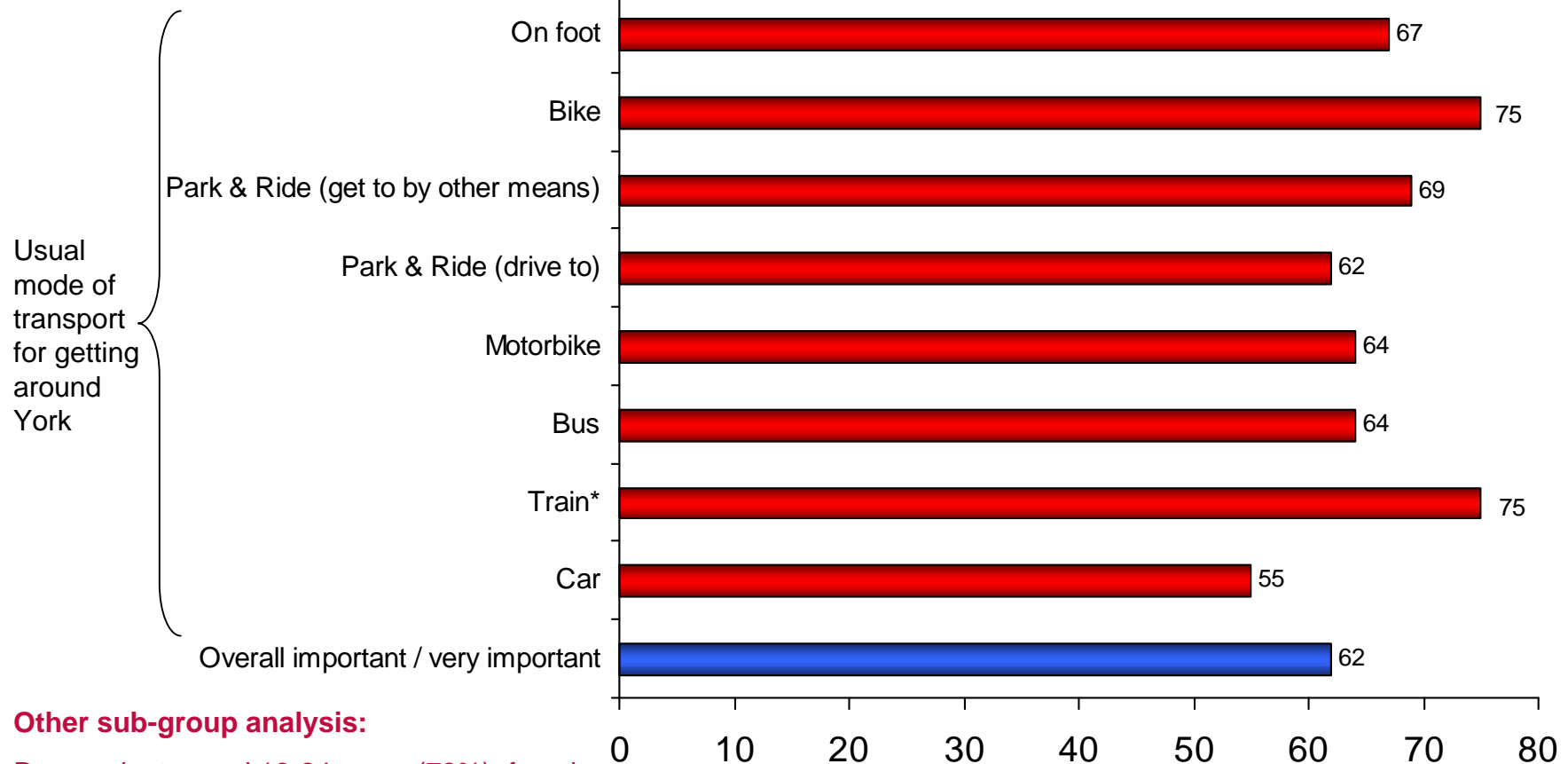
There are no significant differences by sub-group.

\*Low base – treat result with caution.



Respondents who usually travel by bike (75%) are significantly more likely to think it's important to reduce transport's emissions of carbon dioxide and other greenhouse gases to tackle climate change.

% who think it's important to reduce transport's emissions of carbon dioxide and other greenhouse gases



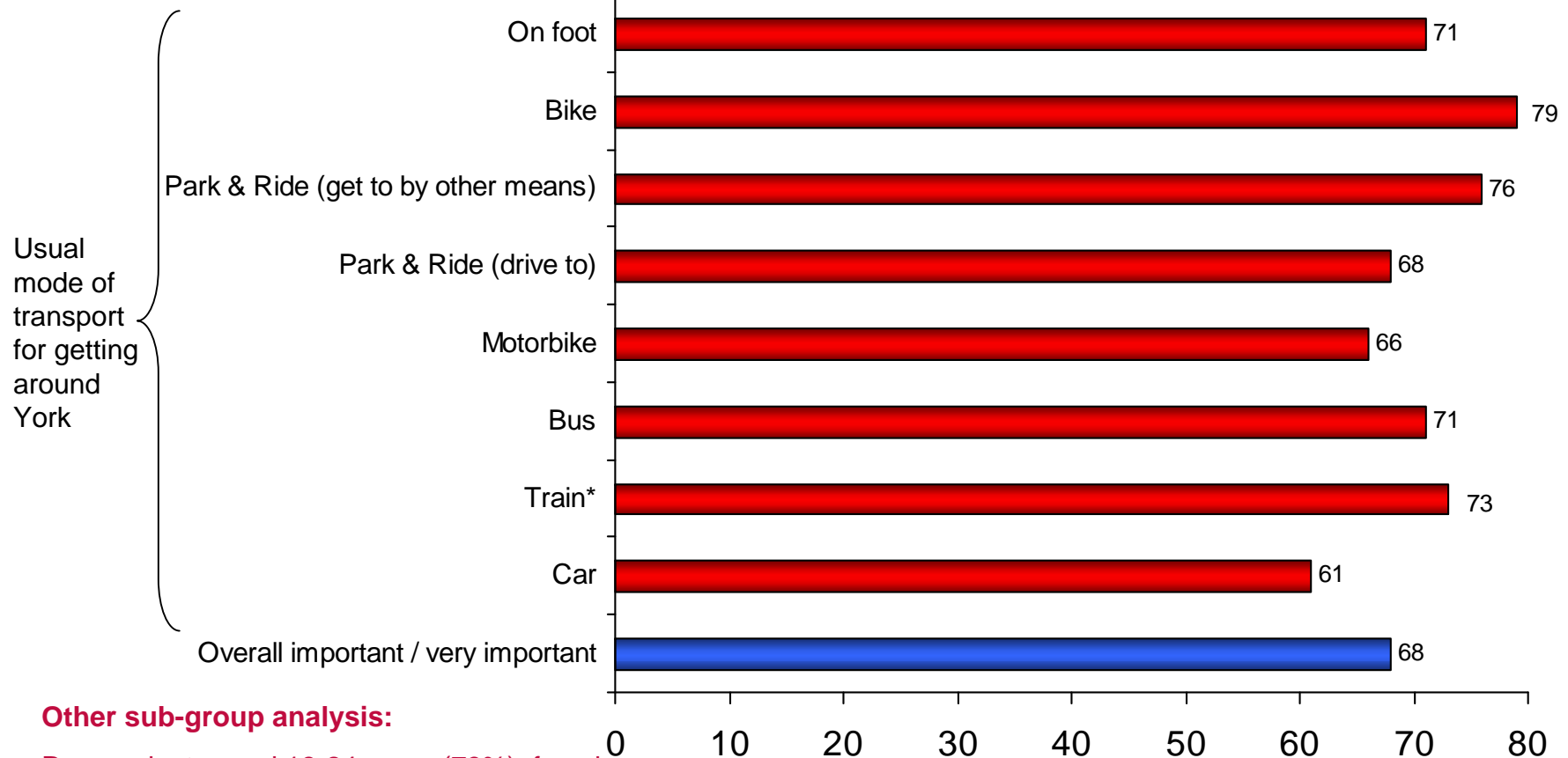
**Other sub-group analysis:**

Respondents aged 18-24 years (73%), female respondents (68%), BME respondents (72%) and those with no religious beliefs (66%) are also significantly more likely to think it's important to reduce transport's emissions.

\*Low base – treat result with caution.

Respondents who usually travel by bike (79%) are significantly more likely to think it's important to contribute to better safety, security and health and promoting more healthy forms of transport.

% who think it's important to contribute to better safety, security and health and also by promoting more healthy forms of transport



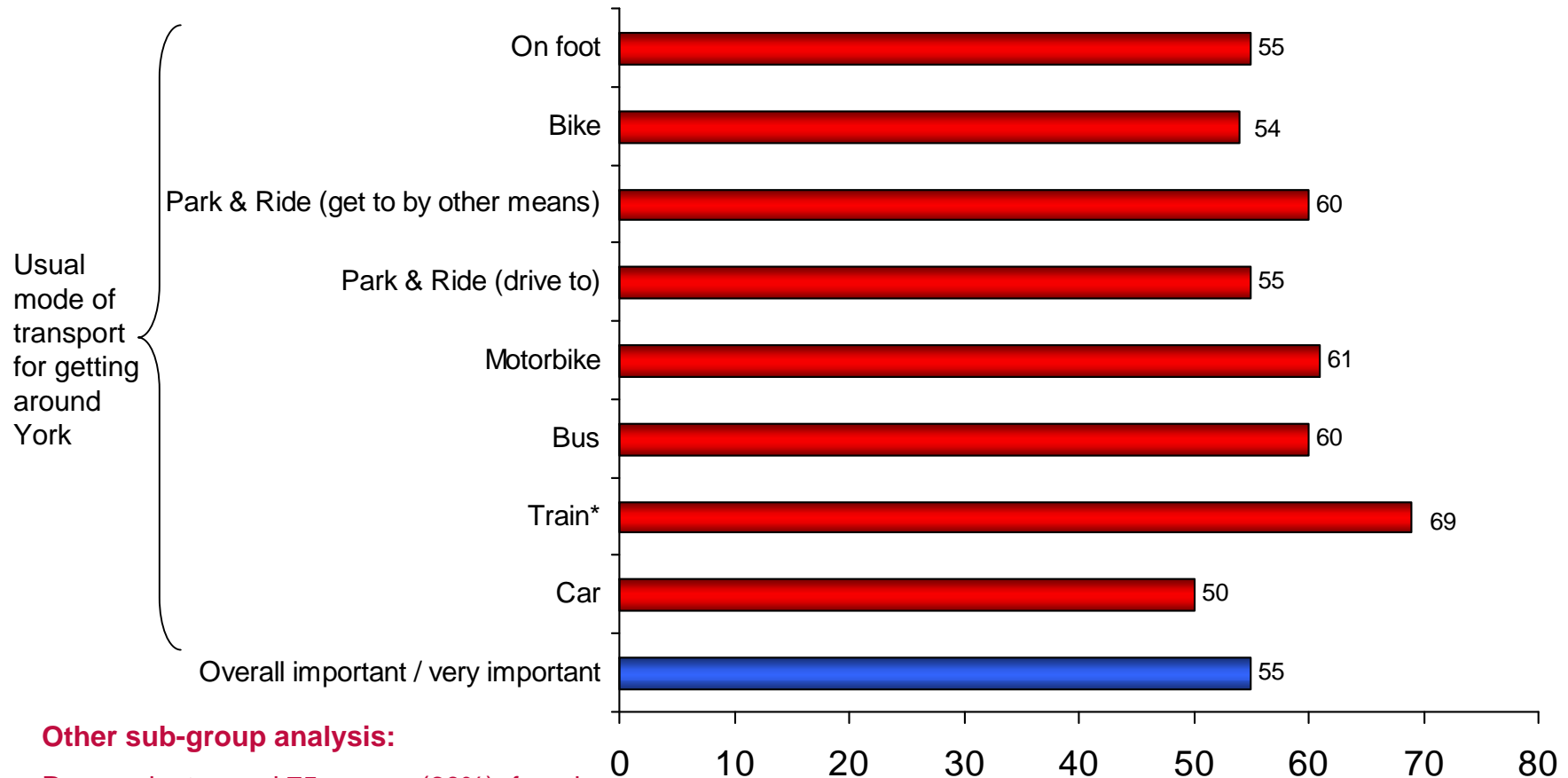
**Other sub-group analysis:**

Respondents aged 18-24 years (73%), female respondents (73%), BME respondents (74%) and those who travel 1-2 miles to work (75%) are also significantly more likely to think it's important to promote more healthy forms of transport.

\*Low base – treat result with caution.

Respondents who usually travel by bus (60%) are significantly more likely to think it's important to promote greater equality of opportunity to access jobs, education / training, services and facilities for all citizens. Results by train and motorbike travellers are not statistically significant as they reflect low base numbers using these modes.

% who think it's important to contribute to promote greater equality of opportunity



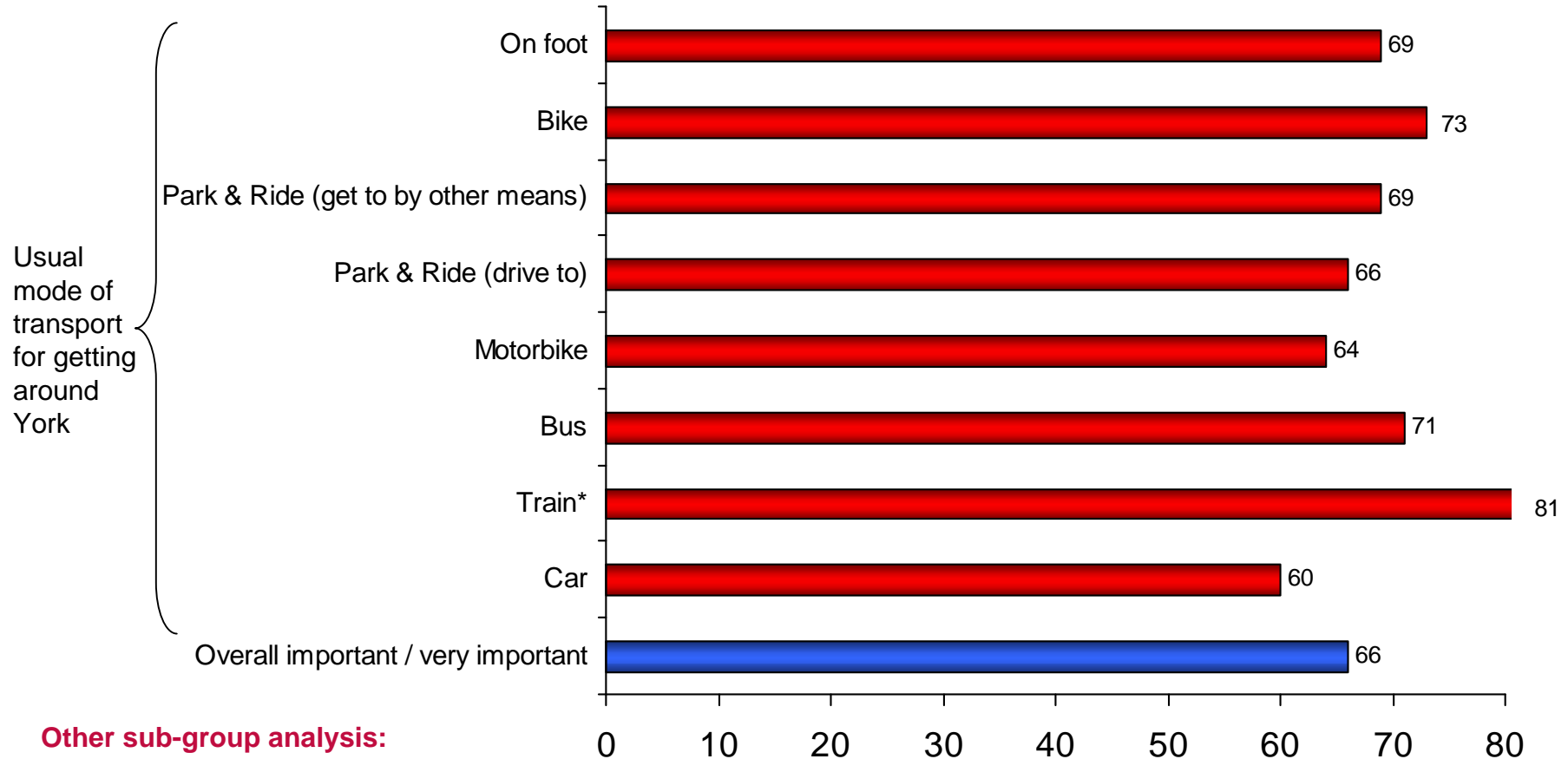
**Other sub-group analysis:**

Respondents aged 75+ years (60%), female respondents (63%), disabled respondents (61%), and BME respondents (62%) are significantly more likely to think it's important to promote greater equality of opportunity.

\*Low base – treat result with caution.

Respondents who usually travel by bike (73%) and by bus (71%) are significantly more likely to think it's important to improve the quality of life for transport and non-transport users, and to promote a healthy natural environment. The results by train travellers are not statistically significant as it reflects a low base numbers using this mode.

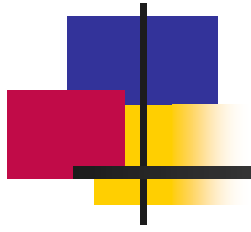
% who think it's important to improve quality of life for users and non-users



**Other sub-group analysis:**

Respondents aged 75+ years (69%) and female respondents (70%) are significantly more likely to think it's important to improve quality of life for transport users and non-users.

\*Low base – treat result with caution.

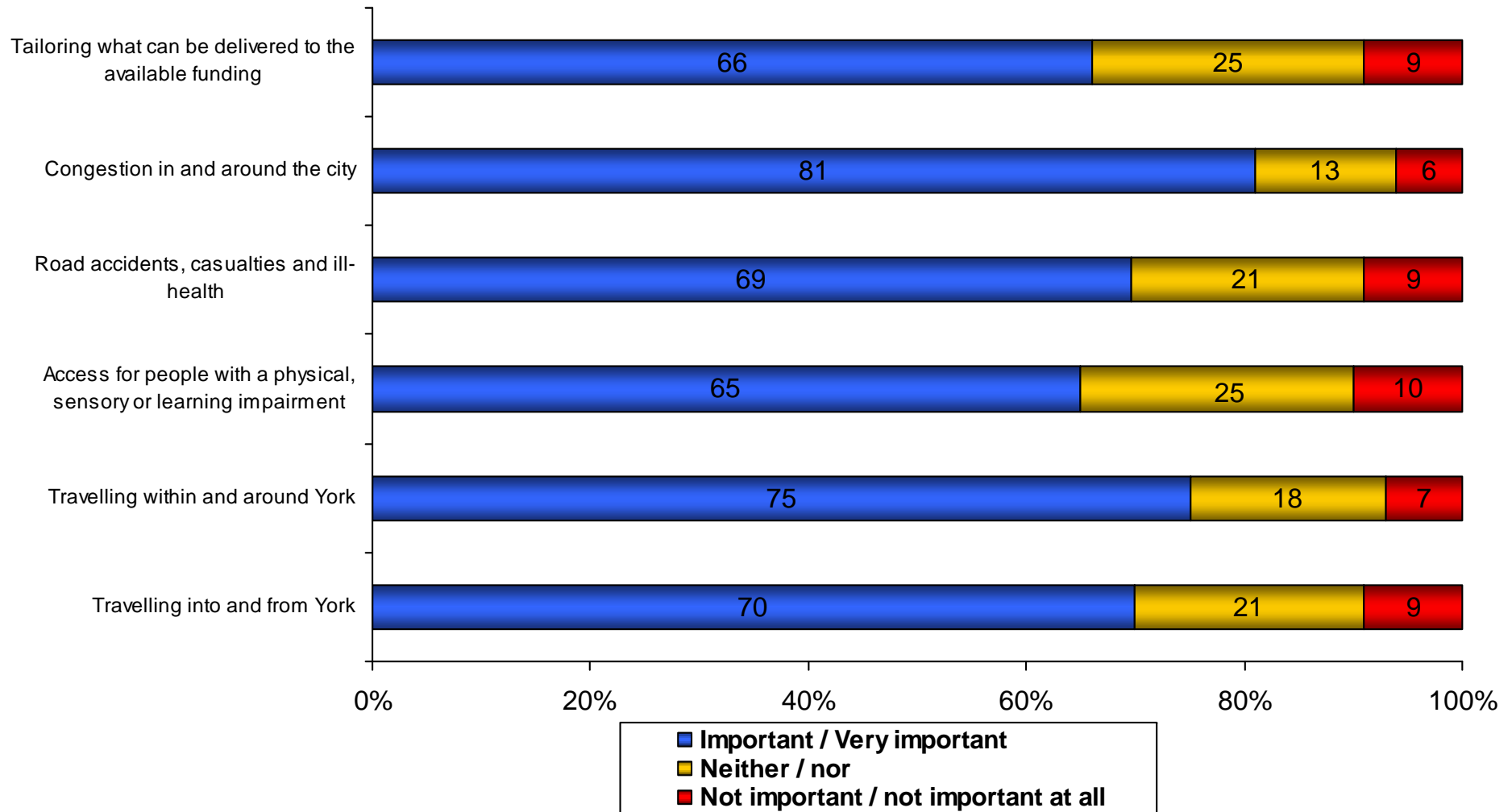


## Tackling York's pressures through transport planning

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81% of respondents think tackling congestion is the most important transport challenge the city faces. This is closely followed by managing traffic in and around the city (75%), managing traffic into and from York (70%), minimising road accidents, casualties and ill-health (69%), tailoring what can be delivered to available funding (66%) and access for people with a physical, sensory or hearing impairment (65%).

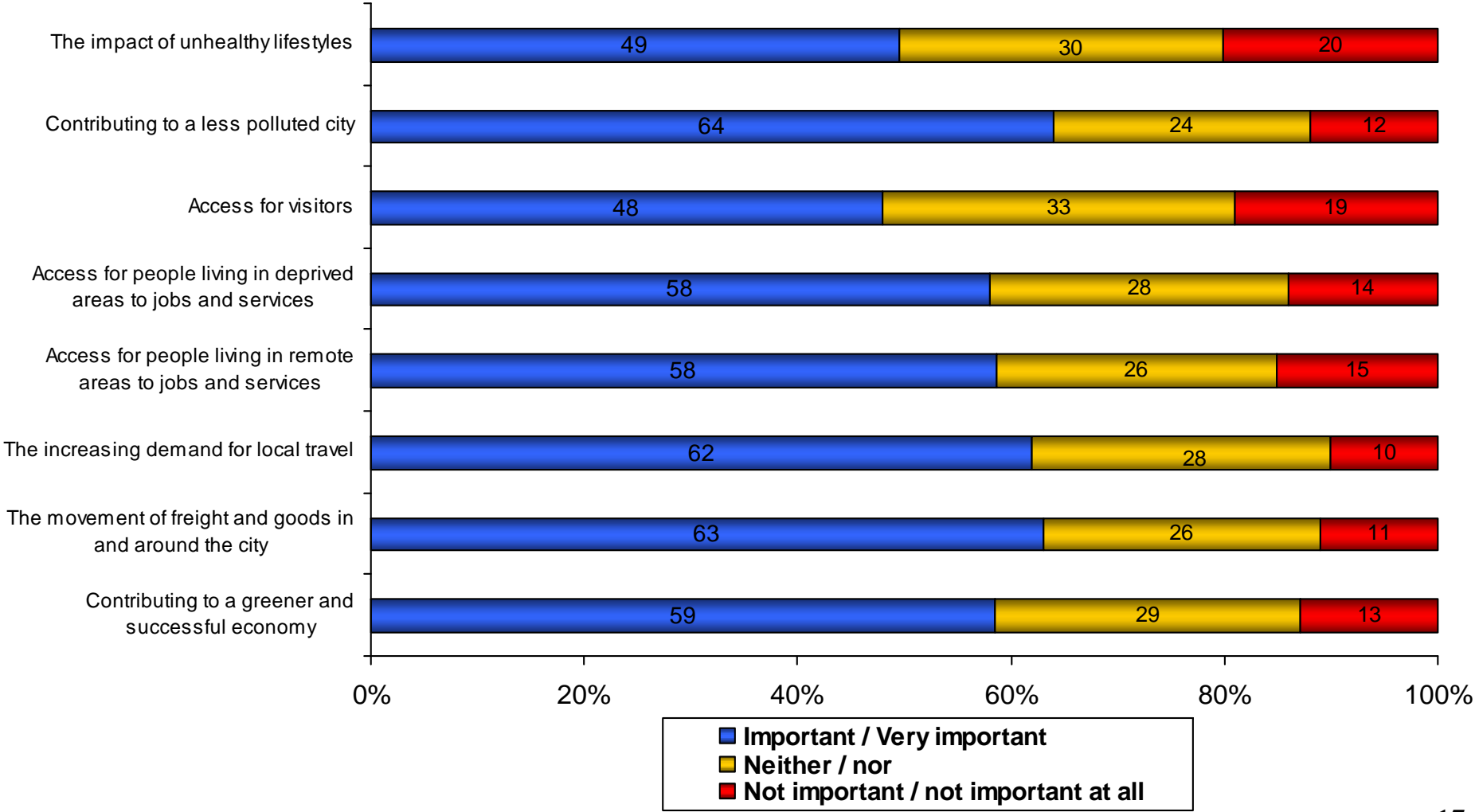
Aspects where 65% or more of respondents think the challenge is important for tackling the pressures facing the city

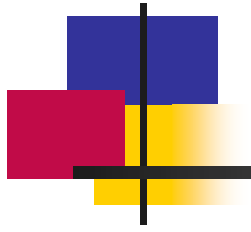




Aspects considered of least importance for tackling the pressures facing the city include access for visitors (48%) and the impact of unhealthy lifestyles (49%).

Aspects where less than 65% of respondents think the challenge is important for tackling the pressures facing the city

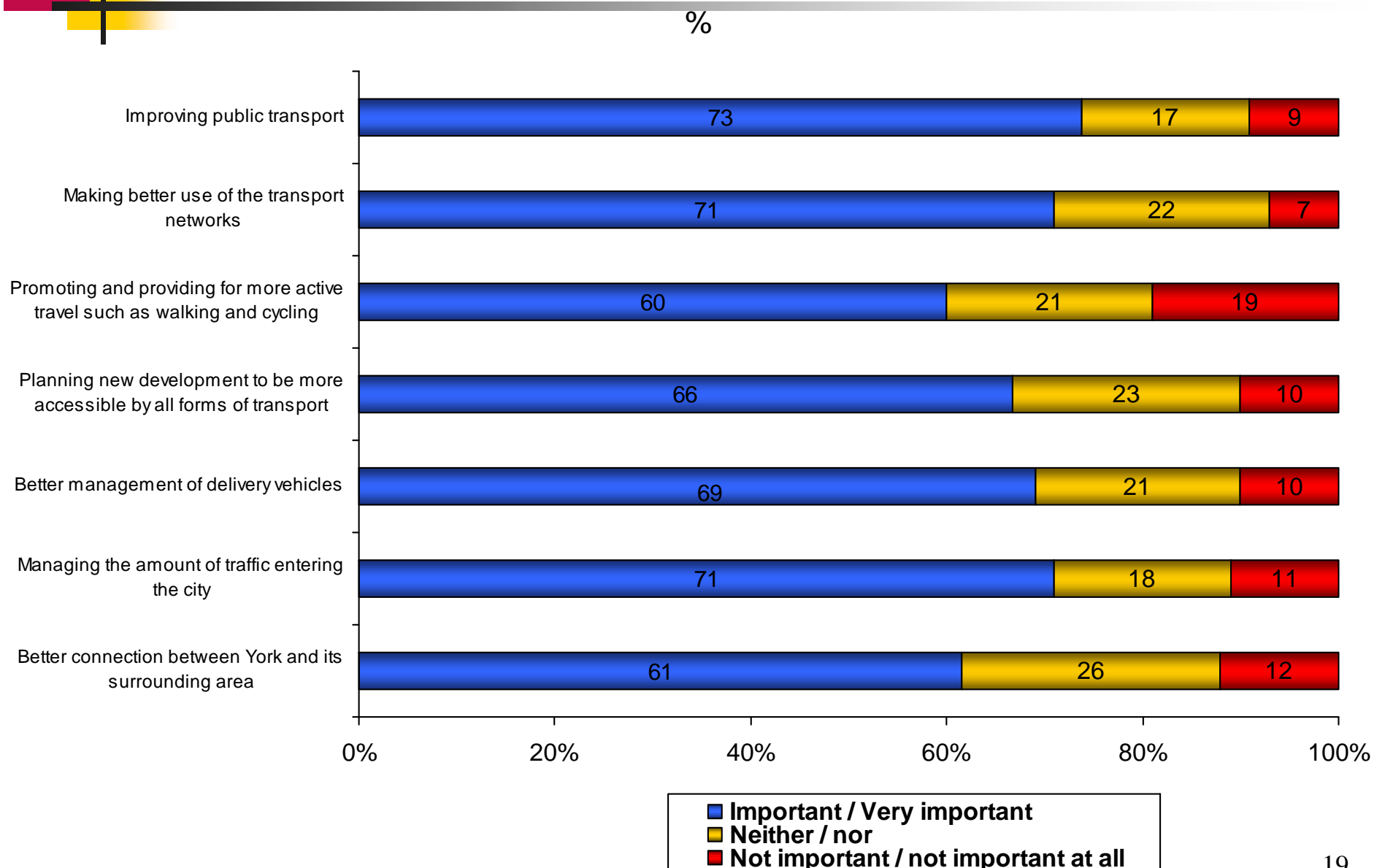




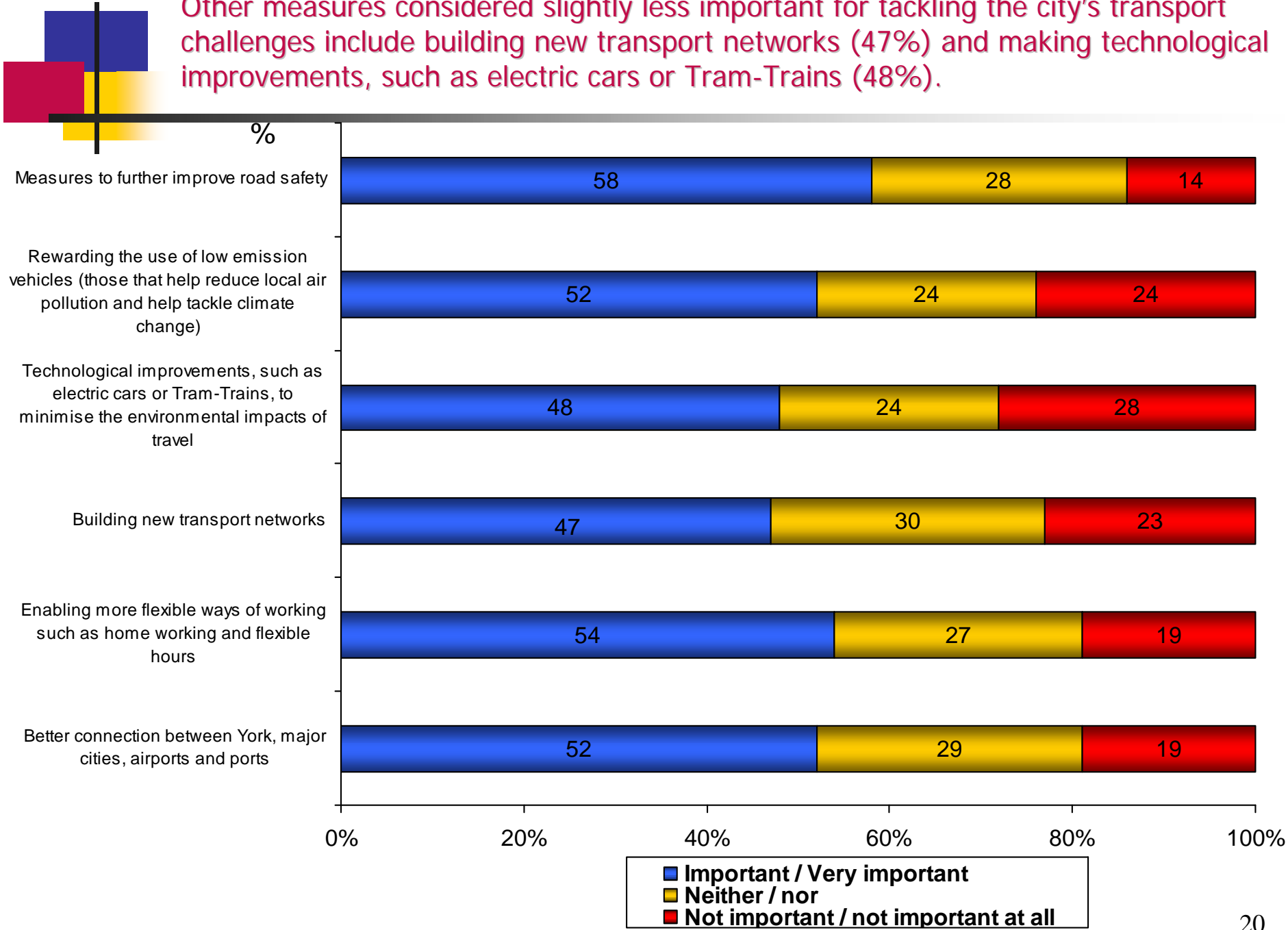
## Actions to tackle York's transport challenges

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In order to tackle the transport challenges facing the city, seven out of ten respondents think it's important to improve public transport (73%), make better use of the transport networks (71%) and manage the amount of traffic entering the city (71%).

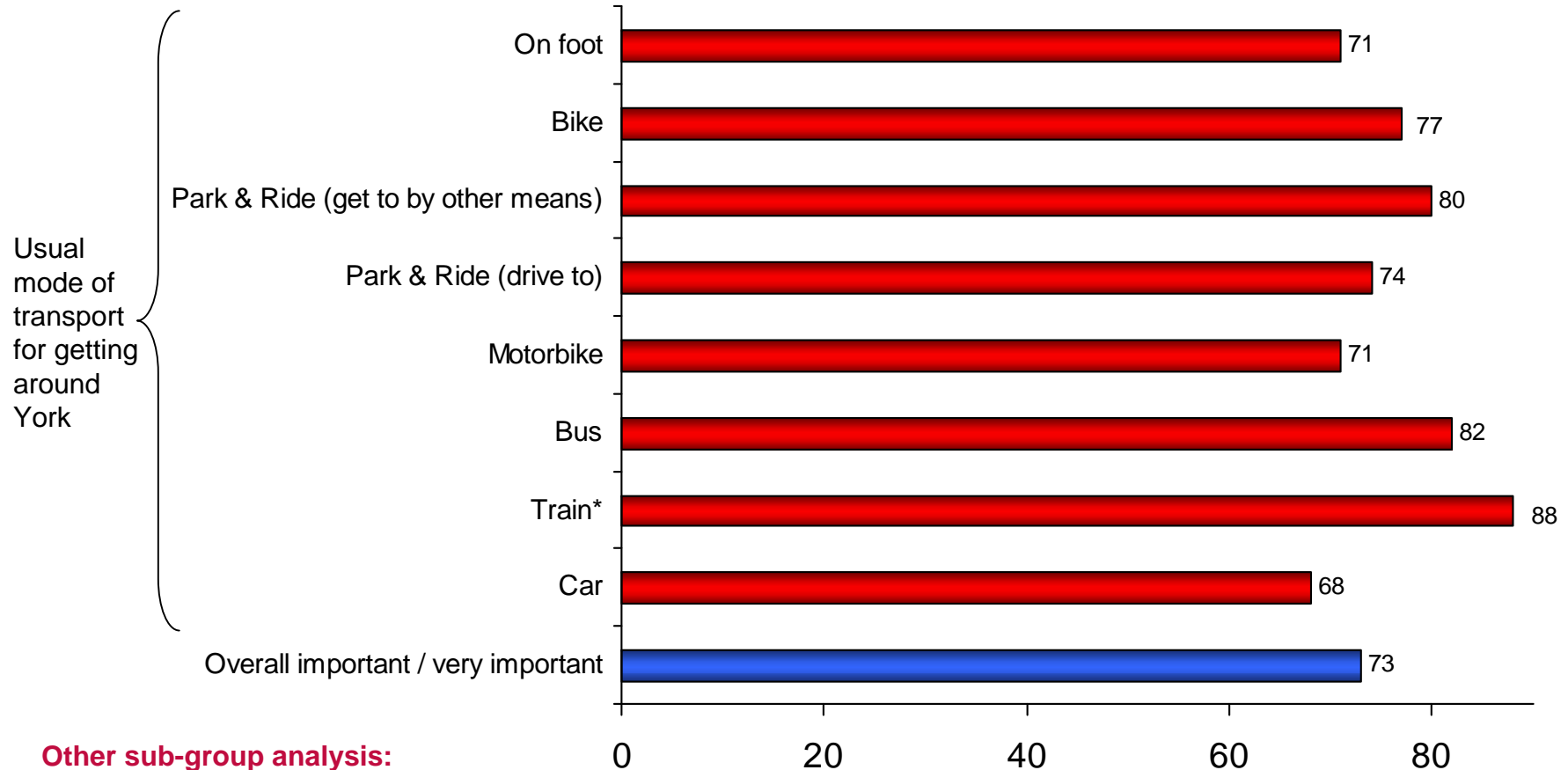


Other measures considered slightly less important for tackling the city's transport challenges include building new transport networks (47%) and making technological improvements, such as electric cars or Tram-Trains (48%).



Respondents who usually travel by bus (82%) are significantly more likely to think it's important to improve public transport.

% who think its important to improve public transport by usual mode of transport



**Other sub-group analysis:**

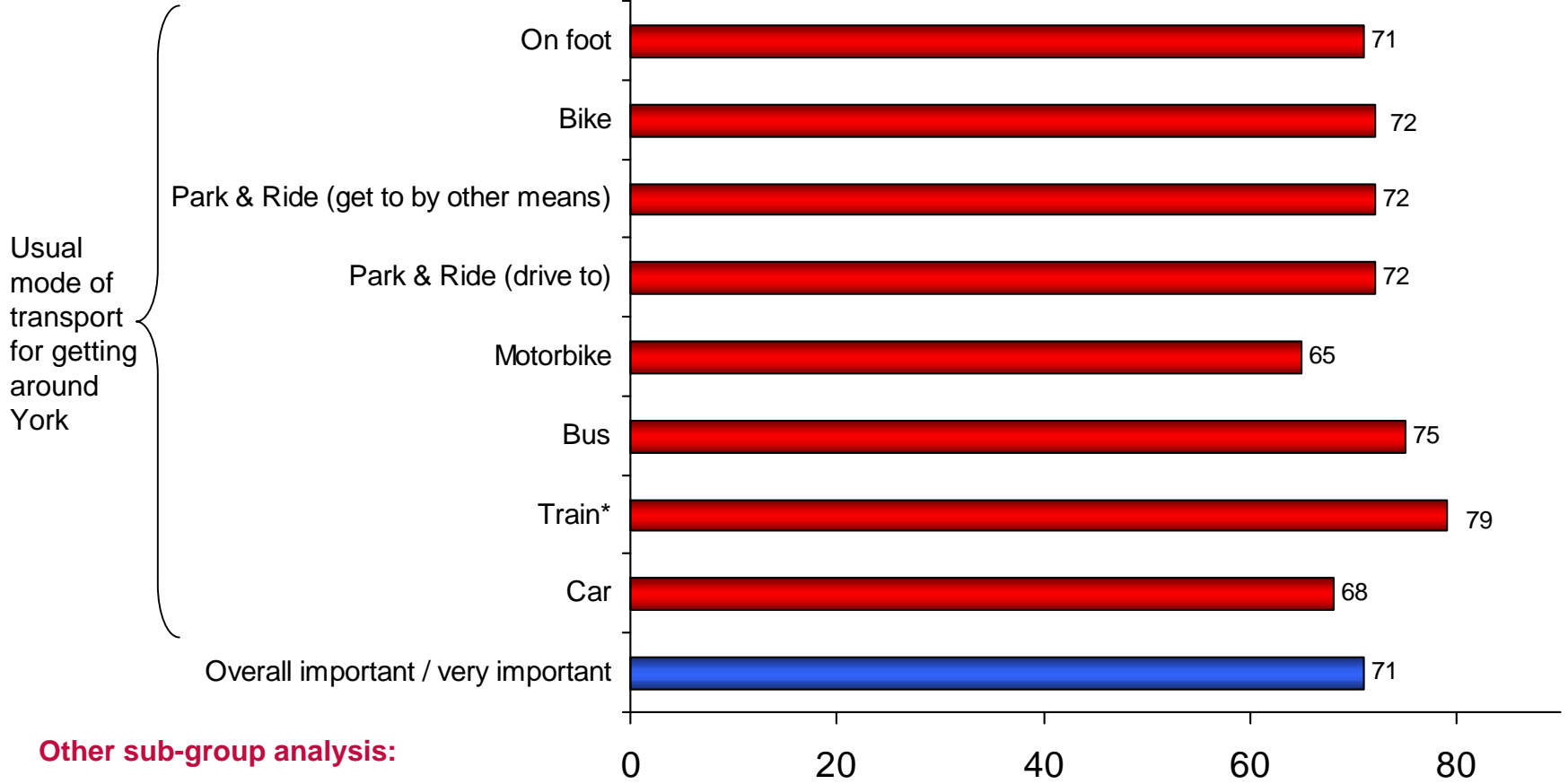
Female respondents (77%) are also significantly more likely to think it's important to improve public transport.

\*Low base – treat result with caution.



Respondents who usually travel by bus (75%) are significantly more likely to think it's important to make better use of the transport networks.

% who think its important to make better use of the transport networks by usual mode of transport



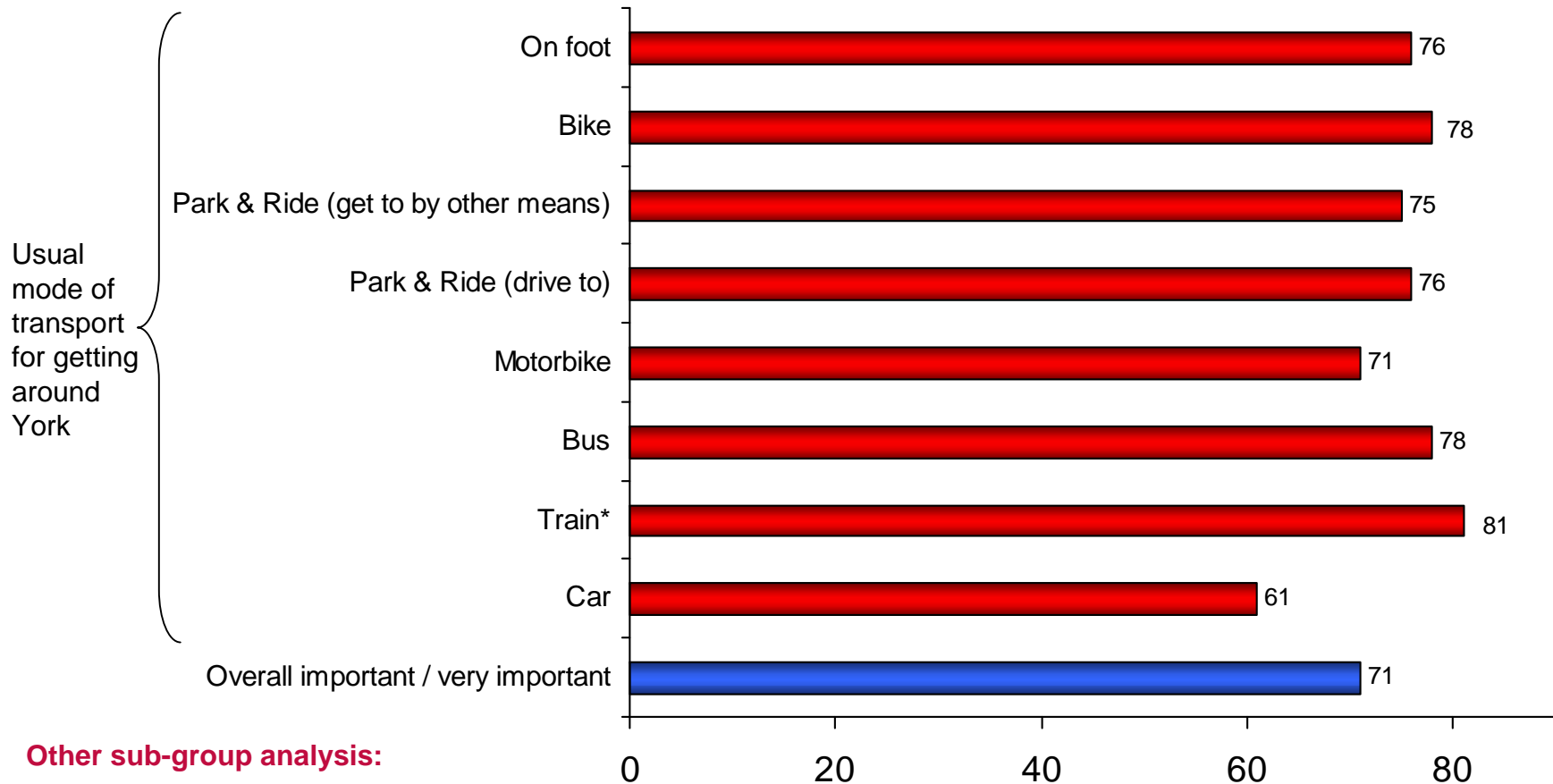
**Other sub-group analysis:**

Respondents who travel 11 miles or more to work (74%) are also significantly more likely to think it's important to make better use of the transport networks.

\*Low base – treat result with caution.

Respondents who usually travel in and around York by bus (78%), bike (78%), Park & Ride (drive to) (76%) and on foot (76%) are significantly more likely to think it's important to manage the amount of traffic entering the city.

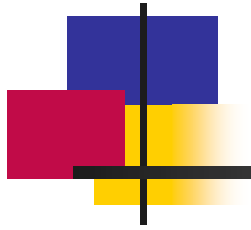
% who think its important to manage the amount of traffic entering the city



**Other sub-group analysis:**

Respondents who do not work (74%) are also significantly more likely to think it's important to manage the amount of traffic entering the city.

\*Low base – treat result with caution.

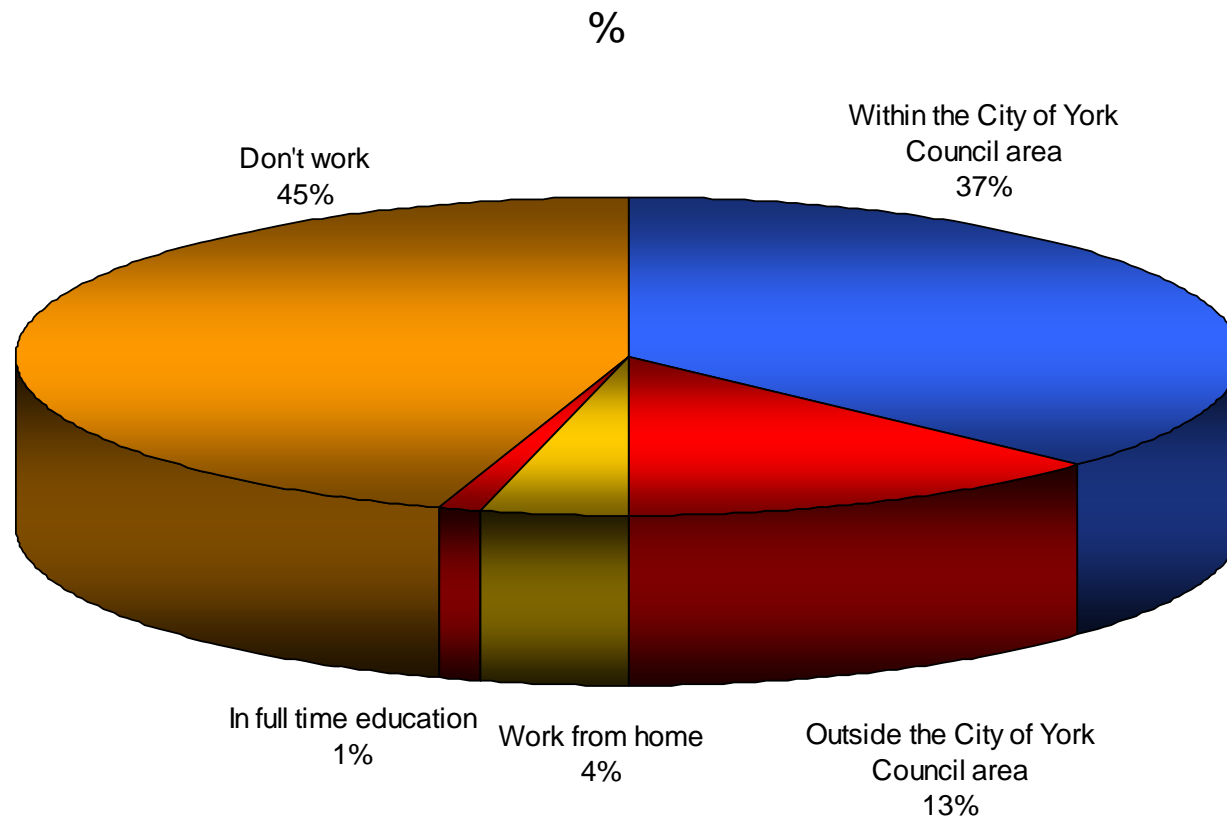


## Travel patterns of survey respondents

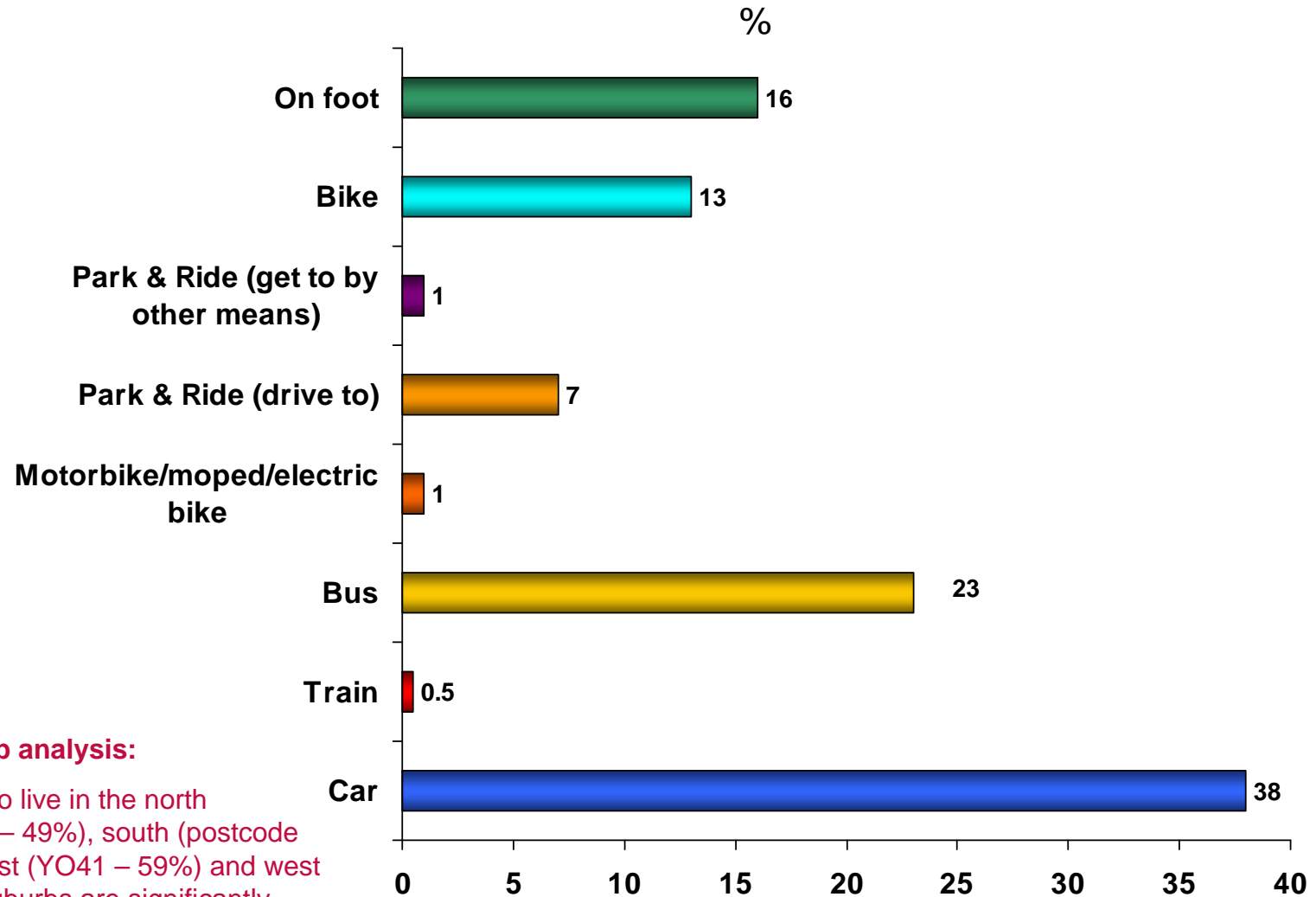
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37% of respondents work within the City of York Council area, 13% work outside the area and 45% do not work.



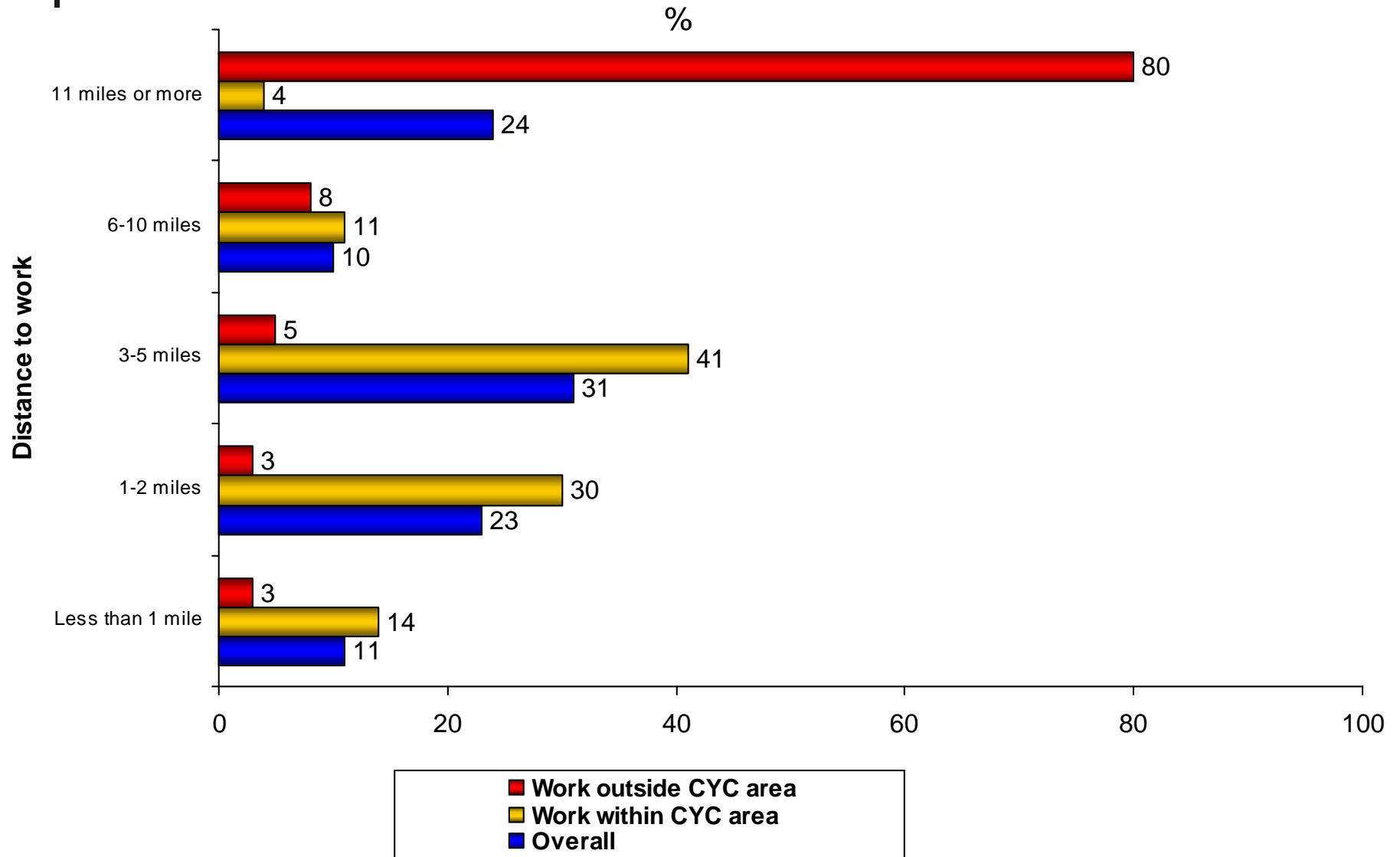
ALL TYPES OF TRAVEL: 38% usually travel in and around York by car and a further quarter (23%) usually travel by bus. 16% usually travel around on foot and 13% by bike.



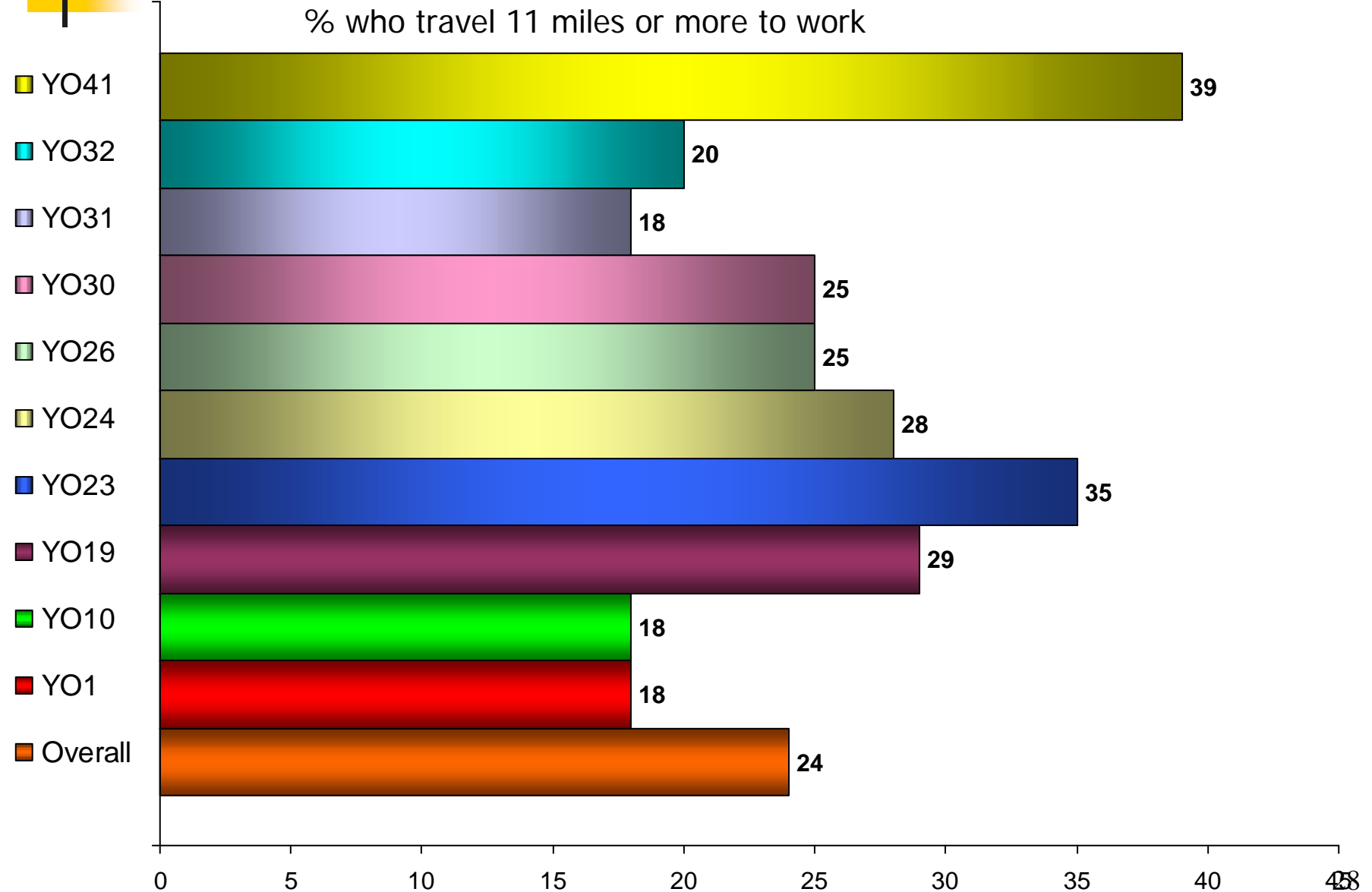
**Other sub-group analysis:**

Respondents who live in the north (postcode YO32 – 49%), south (postcode YO19 - 48%), east (YO41 – 59%) and west (YO26 – 43%) suburbs are significantly more likely to travel in and around the city by car.

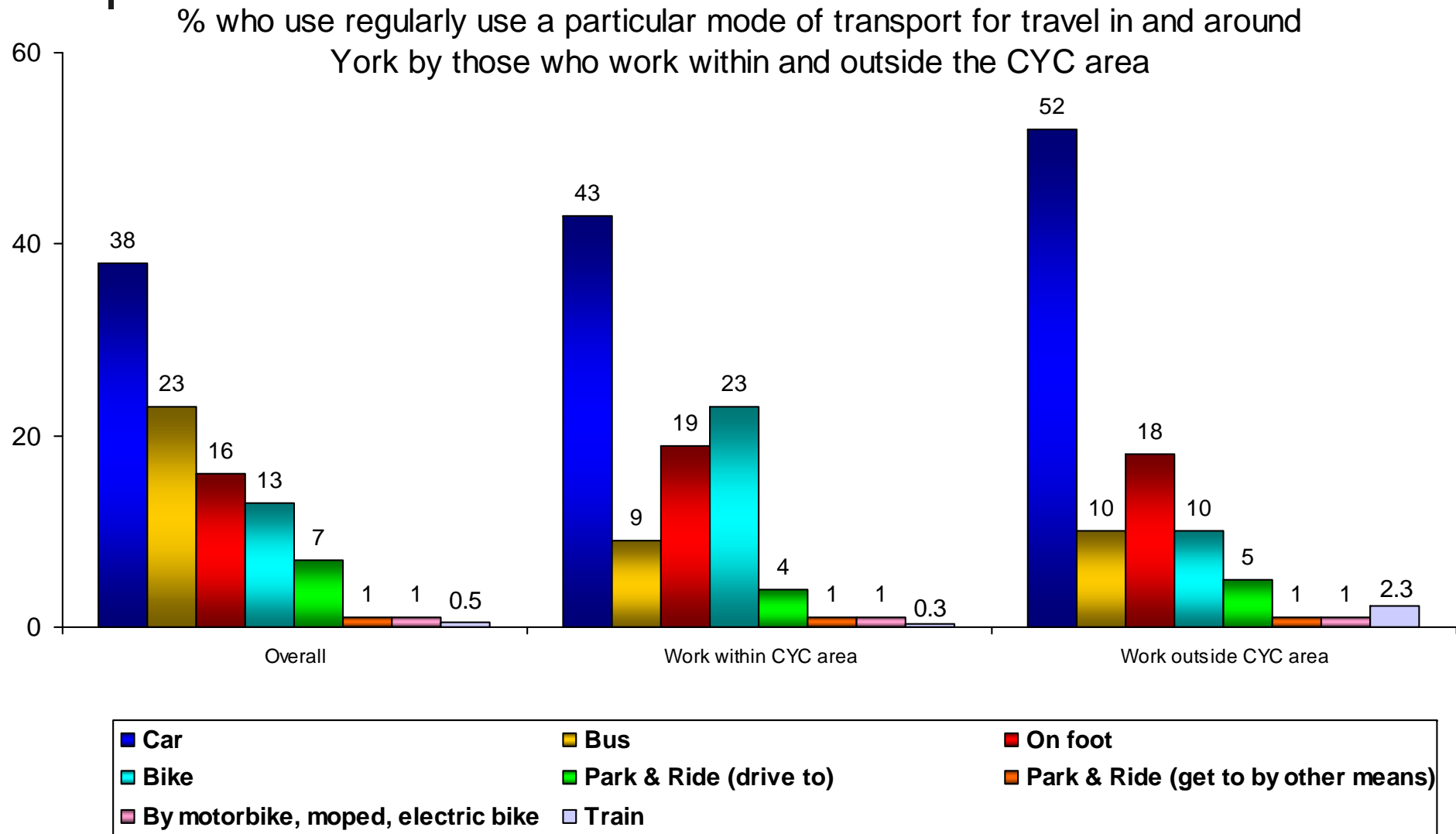
**COMMUTING:** A third of 'all' respondents travel two miles or less to work (34%) and a further 31% travel between three and five miles. Greater proportions of respondents who work within the CYC area travel between 1 and 2 miles (30%) and 3 and five miles (41%). Perhaps unsurprisingly, respondents who work outside the CYC area travel further – 80% travel 11 miles or more to work.



Respondents travelling 11 miles or more to work are significantly more likely to live in the YO41 postcode (39%) and the YO23 postcode area (35%). (Although the results for YO41 are significant they are based to a low base number). Respondents who travel between 3 and 5 miles to work tend to live in the YO32 (43%) and YO24 (41%) postcode areas.

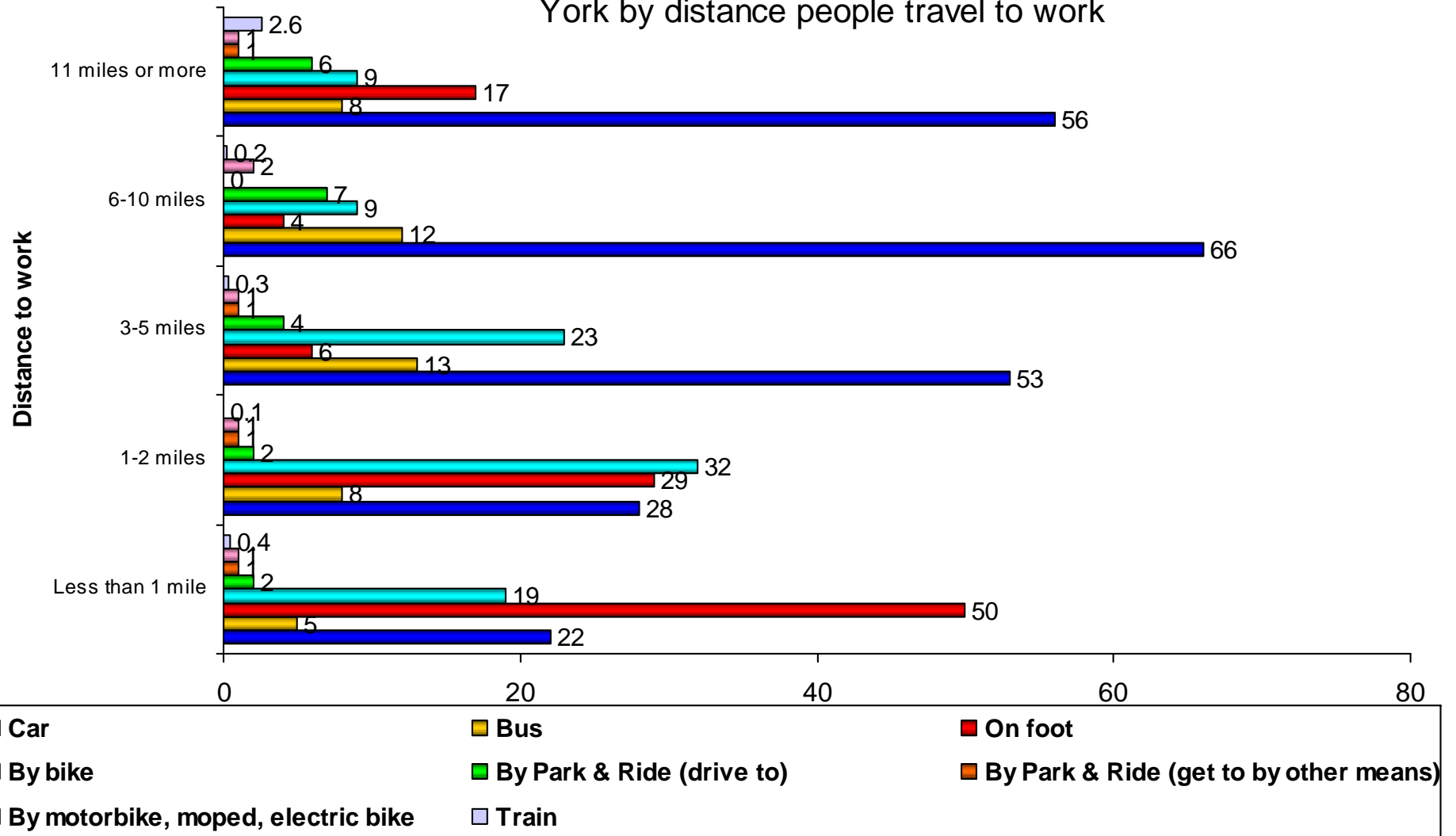


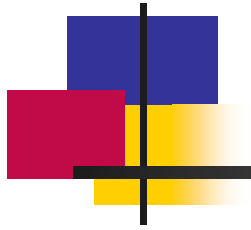
Overall, 38% of "all" respondents regularly travel in and around York by car, 23% regularly travel by bus, 16% on foot, 13% by bike and 8% by Park & Ride. Perhaps unsurprisingly, car usage increases considerably among those who work outside the CYC area (52%). Encouragingly, 23% of respondents who work within the CYC area regularly travel in and around York by bike and 19% regularly walk.



Overall, 50% of respondents who travel less than a mile to work regularly travel in and around York on foot. Respondents who travel further for work (3 miles or more) are more likely to regularly use their cars for journeys in and around York (from 53% to 66%).

% who use regularly use a particular mode of transport for travel in and around York by distance people travel to work



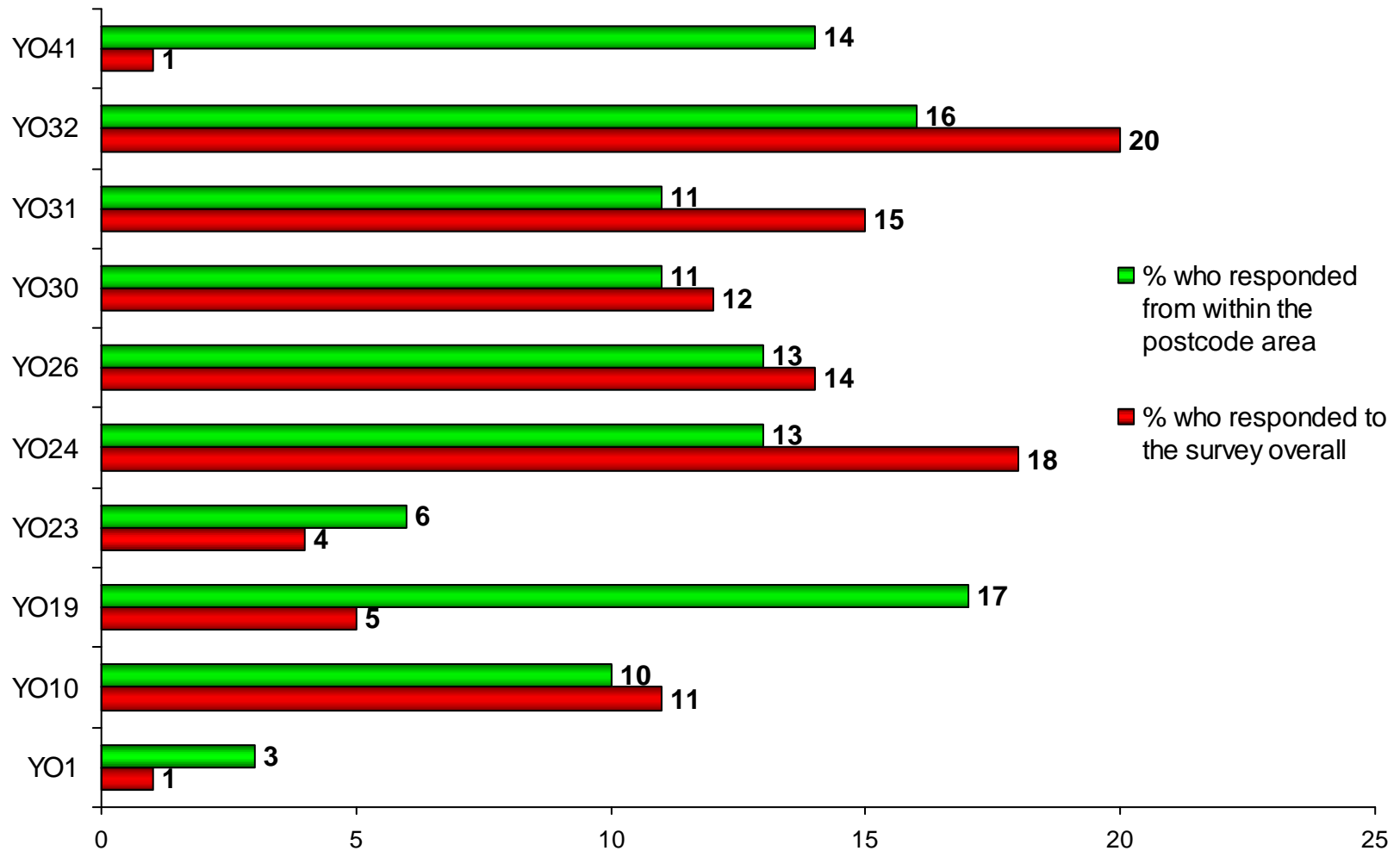


## Response rates and demographics

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14% of households in York responded to the survey, with survey responses varying by postcode, with YO32 the highest at 20%, and YO1 and YO41 the lowest at 1% respectively. Response rates **within** each postcode area show that YO19 residents and YO32 residents were good responders at 17% and 16% respectively, compared with YO1 residents, where only 3% responded.

% Response rates

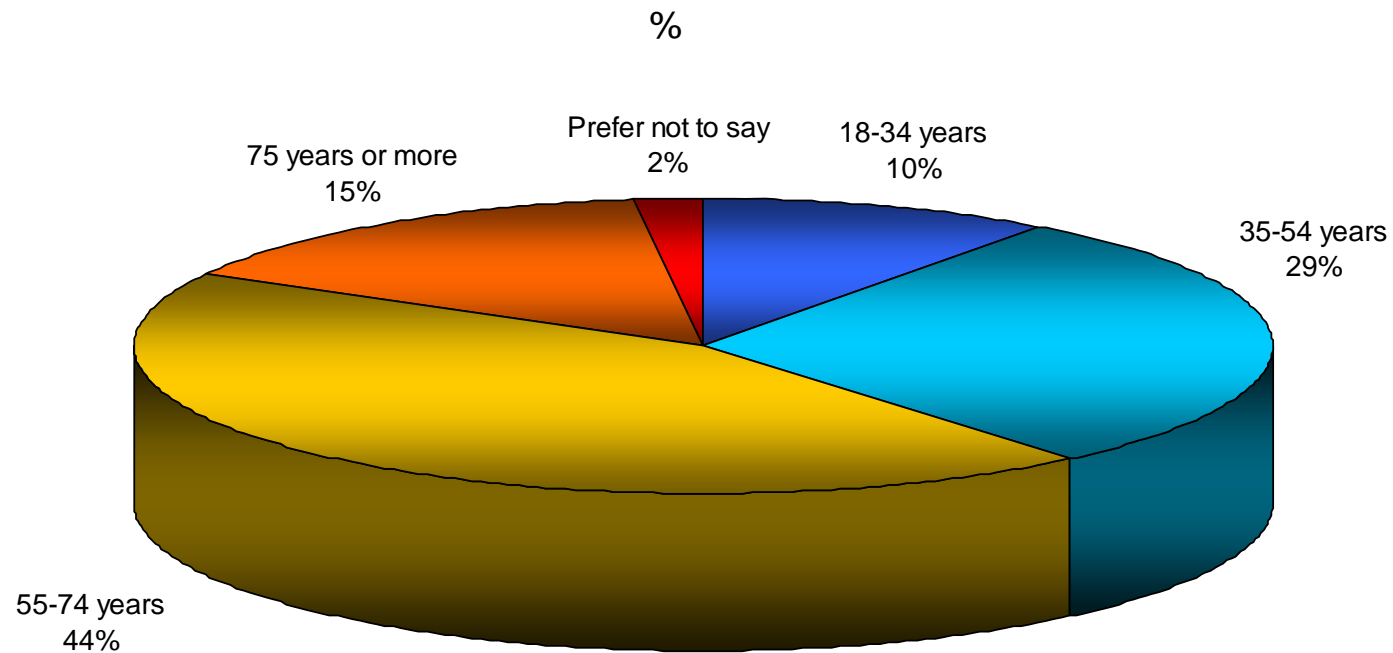




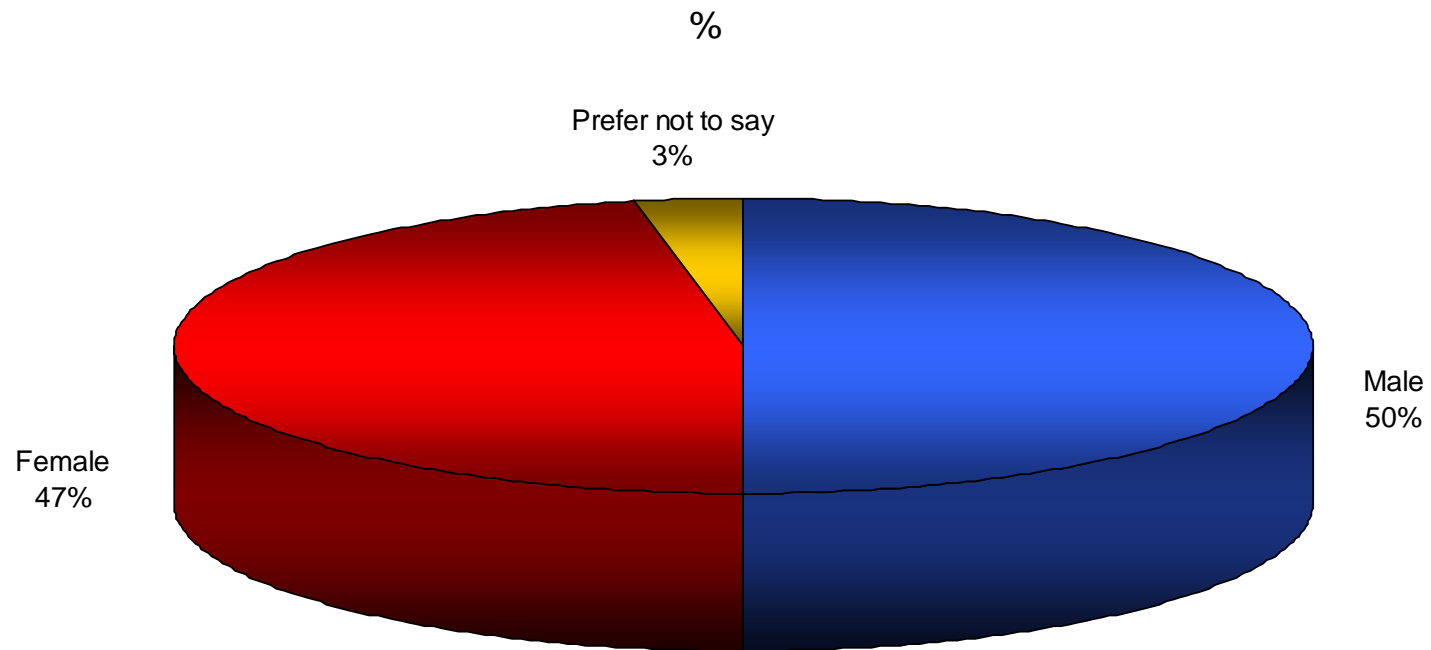
Higher response rates to the survey were from YO32 and YO24.  
Higher response rates **within** each postcode area were from YO19 and YO32.



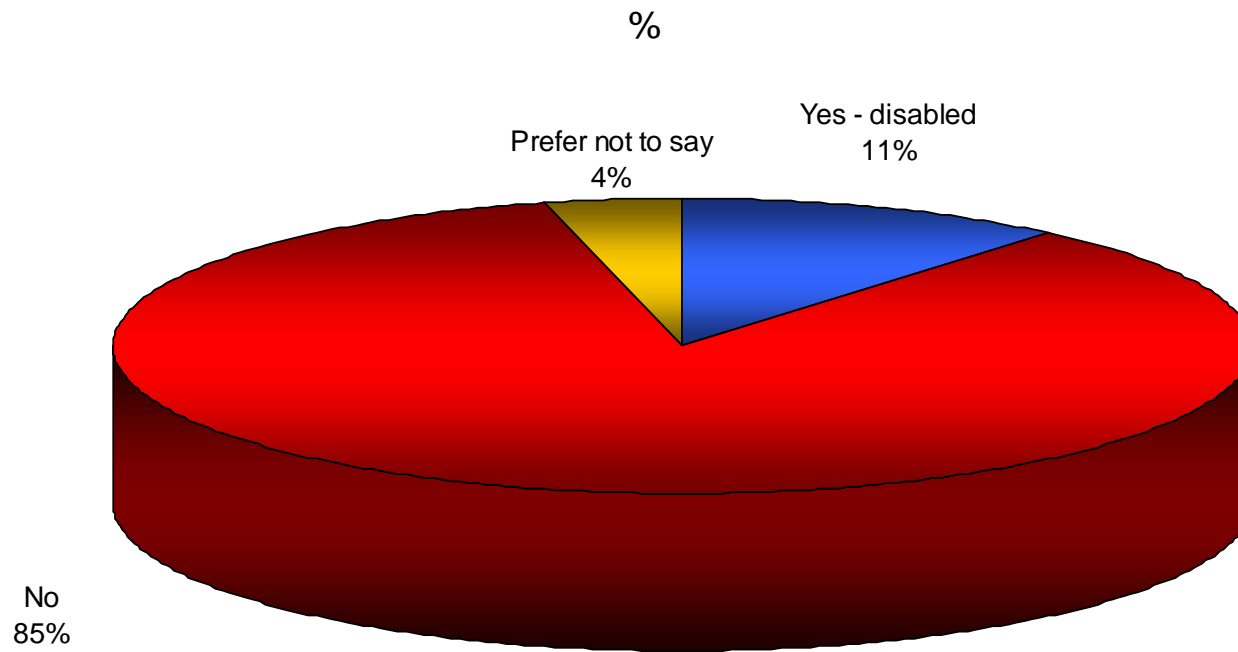
39% of respondents are aged between 18 and 54 years and 59% are aged over 55 years.



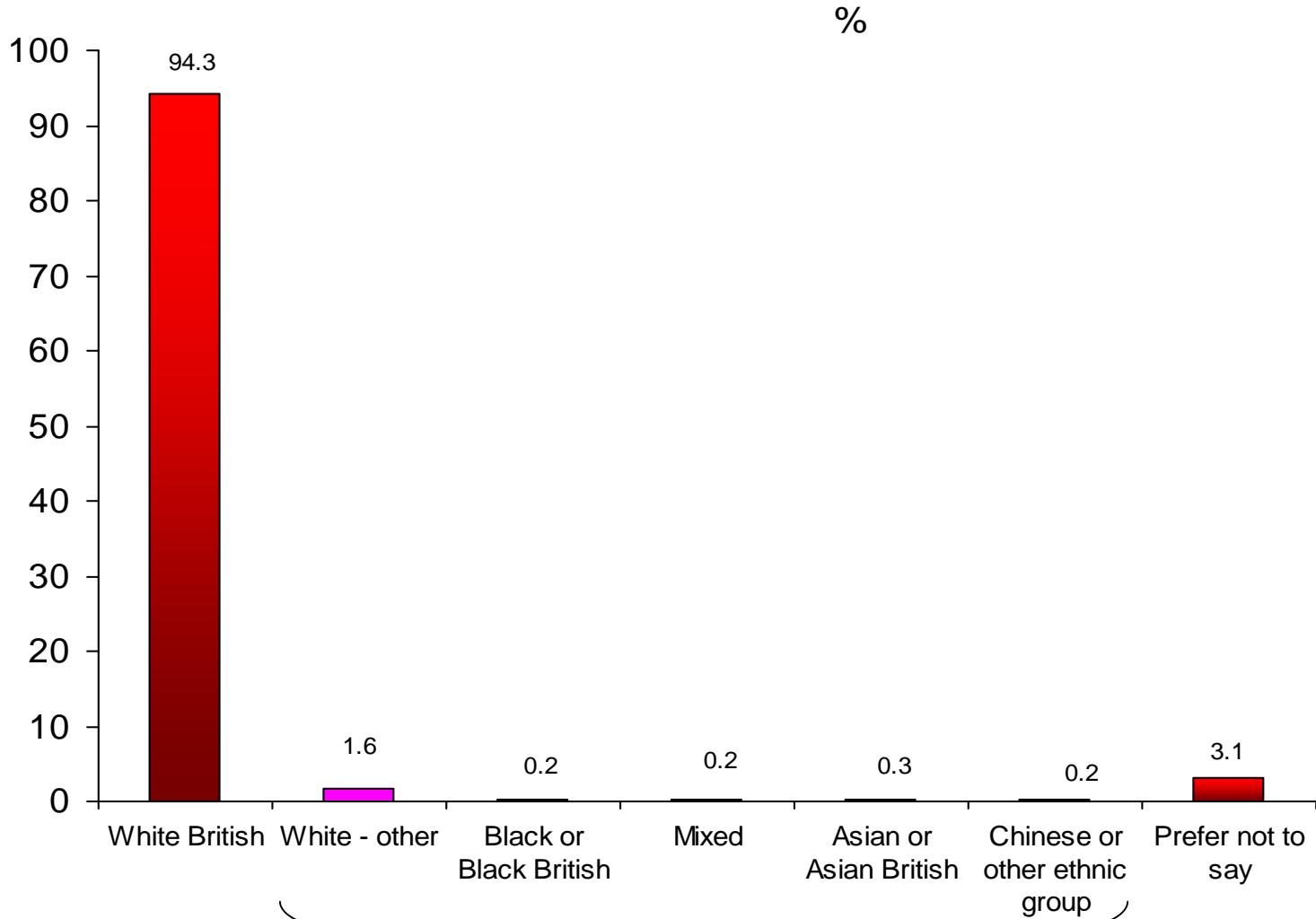
50% of respondents are male and 47% are female.



11% of respondents have a disability.

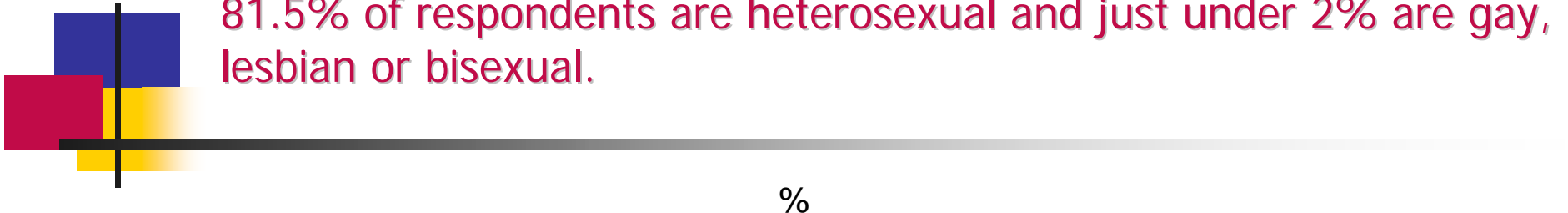


94% of respondents belong to the White British ethnic group and 2.5% to the BME community.

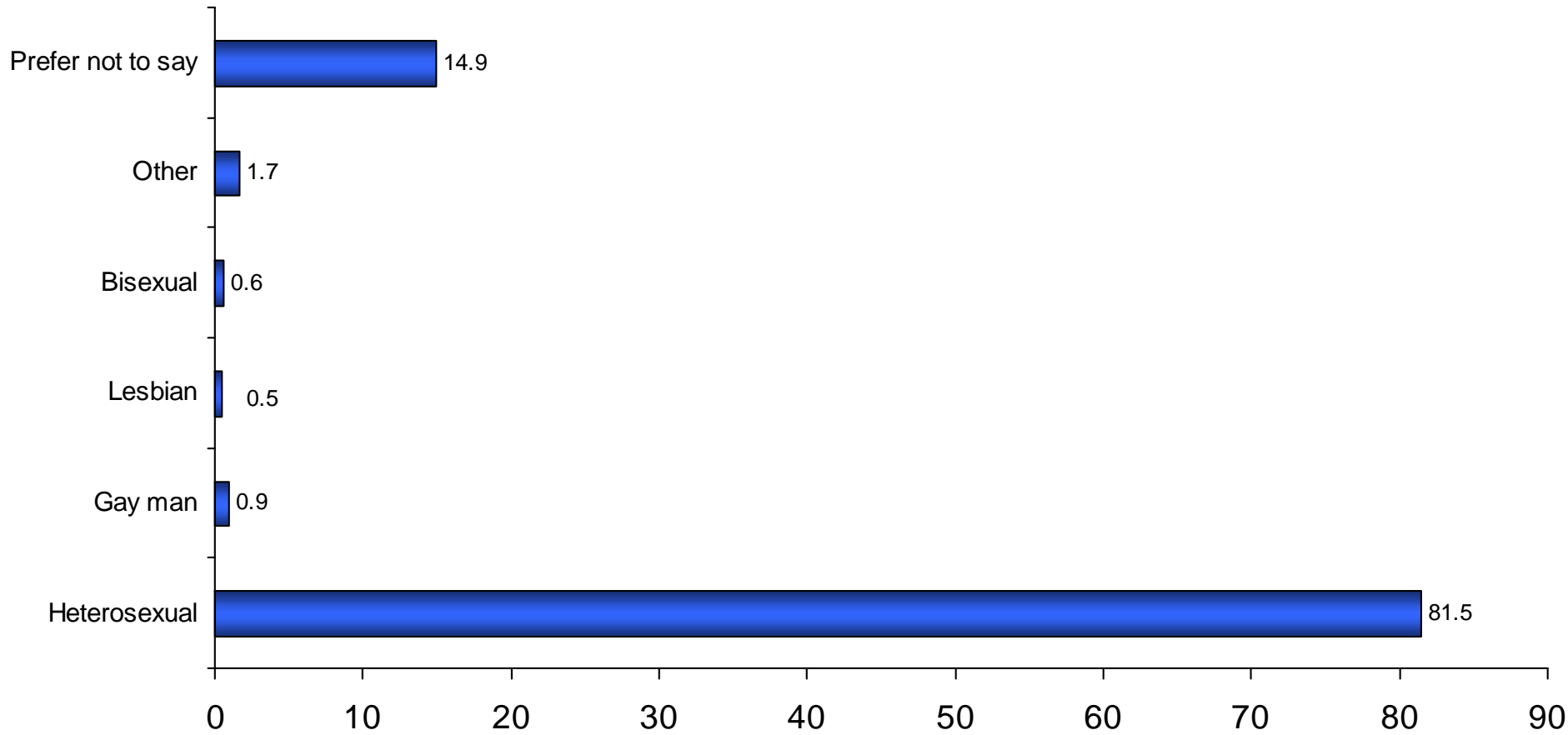


BME = 2.5%

81.5% of respondents are heterosexual and just under 2% are gay, lesbian or bisexual.



%



65% of respondents hold Christian beliefs and 22% hold no religious beliefs.

