



## STREET MOBILITY PROJECT Health and Neighbourhood Mobility Survey

**My neighbourhood, my streets**

Thank you for agreeing to answer some questions for us.  
Please make sure you have read the information sheet before you complete this questionnaire.

Instructions

Please answer all the questions you can

You may leave questions blank if you do not wish to answer

This questionnaire should take around 5-10 minutes to complete

This questionnaire was developed by UCL.

**Part A: About you**

1) **Are you...**

Male

Female

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2) **How old are you?**

18-24                       55-64

25-34                       65-74

35-44                       75-84

45-54                       85+

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3) **How long have you lived at this address?**

years (if less than one year,  months)

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4) **How many cars are there in your household?**

No cars

One

Two or more

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5) **On average, how often do you do meet or see any of your neighbours (arranged or by chance)?**

Three or more times a week

Once or twice a week

Once or twice a month

Less often or never

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6) **How is your health in general? Would you say it was...**

Very good

Good

Fair

Bad

Very bad

**THE HEALTH AND  
NEIGHBOURHOOD MOBILITY  
SURVEY**

**IMAGE © UCL STREET  
MOBILITY PROJECT**

**March 2017**

**STREET MOBILITY PROJECT TOOLKIT:  
MEASURING THE EFFECTS OF BUSY ROADS ON  
LOCAL PEOPLE**

*This document contains information about one of the tools that we have developed so that local government and local communities can assess community severance in their area.*

## HEALTH AND NEIGHBOURHOOD MOBILITY SURVEY

### Introduction

This section explains how to use the Health and Neighbourhood Mobility Survey. It is useful for finding out what proportion of local residents have problems from motor traffic, or have other problems walking around the local area. Analysis of information collected through the survey may also reveal health inequalities, such as whether people with mobility impairment are more affected by fast or heavy traffic than other local residents are. Details about how the questionnaire was developed are available on the project website.<sup>1</sup>

In brief, we used existing questions where available, validated for other surveys. New questions were tested with local residents in a different area of London by discussing what they thought the questions were asking ('cognitive testing'), then improving the questions, and trying them out ('piloting').



OLDER PEOPLE,  
IN PARTICULAR, MAY HAVE  
IMPAIRED HEALTH AND  
DISABILITY WHICH AFFECTS  
THEIR MOBILITY

IMAGE ©  
PIXABAY, RELEASED UNDER  
CREATIVE COMMONS  
LICENCE CC0

### The questionnaire

The questionnaire starts by asking about the person responding, including their age group, gender, and how long they have lived at their address. This information means that you can check whether the people who answer the survey are typical of people living in the area. It also allows you to see whether different groups (e.g. men and women, or older and younger people) have the same concerns, or are concerned by different things.

The questionnaire also includes a few questions about general health, and about disabilities that affect people's mobility. It then asks some specific questions about the effects of busy roads. First

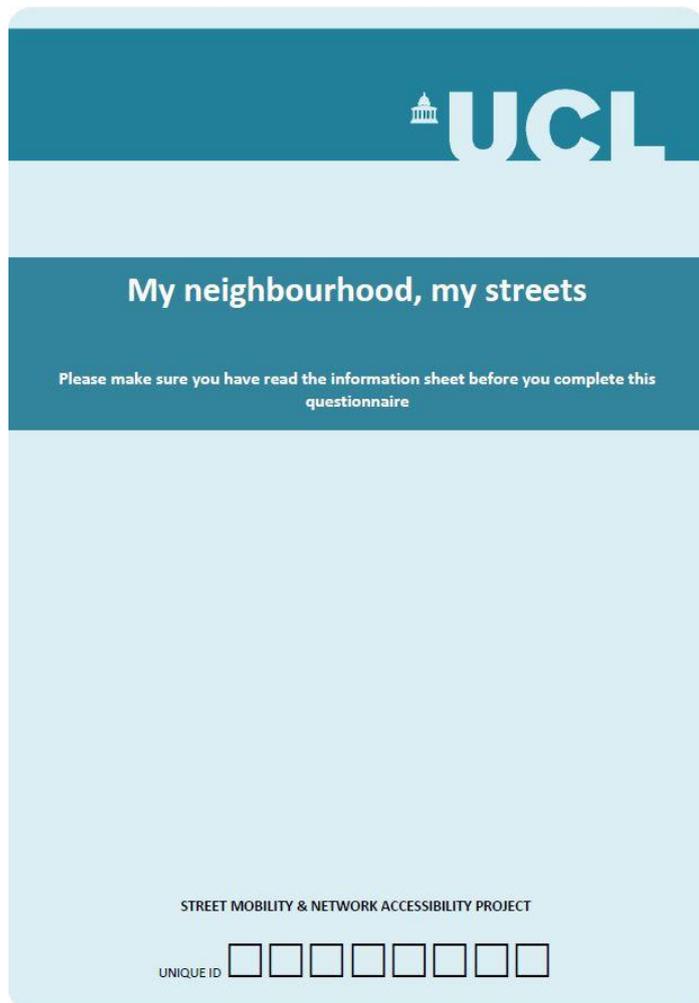
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<sup>1</sup> Scholes S, Boniface S, Stockton J, Mindell JS. *Developing a questionnaire to assess community severance, walkability, and wellbeing: results from the Street Mobility Project in London*. Street Mobility and Network Accessibility Series. Working Paper, 05 February 2016. Available at <http://discovery.ucl.ac.uk/1474883/>

there are questions about problems walking around the local area. Next, there are questions about the busiest local road.

You do not need to ask all the questions, only the ones you think will be important for your survey. We have provided the questionnaire as a Microsoft Word file, so that you can change it if you want to, as well as a pdf file.

The survey questionnaire can be downloaded for free from ([www.ucl.ac.uk/street-mobility/toolkit](http://www.ucl.ac.uk/street-mobility/toolkit)). We ask that you notify us, at [streetmobility@ucl.ac.uk](mailto:streetmobility@ucl.ac.uk), if you plan to use the survey, and to let us know what you found. This is so that we can tell the funders of our research (see the footer of this page) if other people have found it useful.



HEALTH AND  
NEIGHBOURHOOD MOBILITY  
SURVEY BOOKLET FRONT COVER

IMAGE © UCL STREET  
MOBILITY PROJECT

## Conducting a survey

Excellent advice and detailed but simple instructions on conducting a survey, including sampling the local population, are available in the “How to do a survey” guide which you can download for free from our project website ([www.ucl.ac.uk/street-mobility/toolkit](http://www.ucl.ac.uk/street-mobility/toolkit)).

It is modified from a freely available document produced by The New Economics Foundation about conducting a survey, including guidance on how to analyse the results and what to do with your findings ([www.uknswp.org/wp-content/uploads/Measuring\\_well-being\\_handbook\\_FINAL.pdf](http://www.uknswp.org/wp-content/uploads/Measuring_well-being_handbook_FINAL.pdf)).<sup>2</sup>

Generally, the more questions you ask, the lower the response rates, and the higher number of missing items. We have therefore not included questions on physical activity in the Health and Neighbourhood Mobility Survey, to limit completion time to 15-20 minutes. However, we have included a section in the “How to do a survey” guide on questions about physical activity.

## Analysing the results<sup>3</sup>

In general, local communities will not need a full analysis of all the data you collect in the survey. You will need ‘indicative’ data, which is enough information to take to the local authority or another organisation, to show that something is a problem, and/or what proportion of the community is affected or concerned. You may want to know who is particularly affected – for example, older or younger people, men or women, people with a disability, or people from certain ethnic groups.

We have created a Microsoft Excel tool as one way to handle the survey data. You can use the Microsoft Excel file we have prepared. You can use this for data entry and for simple analysis. We have also prepared some instructions on how to tabulate the data and how to show some simple graphs of your results. You can download the Excel file and the *Instructions for analysis* Word file from [www.ucl.ac.uk/street-mobility/toolkit](http://www.ucl.ac.uk/street-mobility/toolkit).

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<sup>2</sup> This Guide on conducting a survey was prepared with permission by the New Economics Foundation. It is based on Michaelson J, Mahoney S. *Measuring well-being. A short handbook for voluntary organisations and community groups*. London: New Economics Foundation, 2012.

<sup>3</sup> Local authorities will have the expertise to analyse their own data. This section is written for community groups.

## CASE STUDY: USING THE HEALTH AND NEIGHBOURHOOD MOBILITY SURVEY IN FINCHLEY ROAD

The Street Mobility project wanted to find out how a particular 1km-stretch of Finchley Road, a busy arterial road running north from central London, might affect people living in the surrounding neighbourhood. This stretch of the road is a dual carriageway, with a central barrier that prevents people crossing except at a few designated points. We expected that residents' ability to get around on foot, and their health and wellbeing, might be affected by traffic, the layout and other problems with the road.



WALL SEPARATING  
MOTOR TRAFFIC FROM  
PEDESTRIAN FOOTPATH IN  
FINCHLEY ROAD

IMAGE © UCL STREET  
MOBILITY PROJECT

To discover what effects Finchley Road had on people living nearby, we used our Health and Neighbourhood Mobility Survey questionnaire. We drew on a map the boundaries of the study area around the 1km-stretch of Finchley Road which we thought might be particularly troublesome for residents. Then we selected 1500 addresses at random from the area we had mapped. We posted a letter to these households asking residents to take part in the survey. Between June and August 2015 we visited the households, asking one adult at each address to complete a paper version of the questionnaire, returning to collect it a few days later if they agreed. We visited 313 households and collected 179 completed questionnaires, giving us a response rate of almost 60%. In addition, we had a further 30 responses from people in the area who had already answered our test version of the questionnaire.

Next we entered the residents' answers on the questionnaires into a computer database, giving each answer a numerical code, such as 0 for 'No' and 1 for 'Yes', for easier analysis. If the resident provided their address, we were also able to locate them on a map and see how their responses related to where they lived in the area - for example, nearer or further from the busy road.

Table 1 shows some of our findings. We asked people, "Thinking about your ability to walk to places in your local area, does the volume of traffic affect your ability to walk to places you'd like to go?" The answer options were "Never", "Occasionally", "Often" or "Always". We found that almost half of the people surveyed were at least occasionally affected by the amount of traffic (47%). We also found that over a fifth of people aged 55 and over were often or always affected by the amount of traffic (22%), whereas only one in 10 of people aged 18-54 years were affected this frequently (10%).

**TABLE 1: NUMBER (PERCENTAGE) OF PEOPLE AFFECTED BY THE AMOUNT OF TRAFFIC**

	<b>Never affected Number (%)</b>	<b>Occasionally affected Number (%)</b>	<b>Often or always affected Number (%)</b>
<b>All people</b>	109 (53%)	66 (32%)	30 (15%)
<b>Aged 18-54</b>	78 (61%)	37 (29%)	13 (10%)
<b>Aged 55 and over</b>	31 (40%)	29 (38%)	17 (22%)

After collecting and analyzing our data, we sent a short report of our findings to all survey participants who had asked to hear about the results. We also met with community groups in the case study area to present some of our results. The findings that around half of people surveyed were affected by traffic, and that older people appeared to be affected more, suggest that the local authority might need to investigate further, perhaps using some of our other tools, and take action to tackle community severance in the area.