

AA Streetwatch 6

Local communities fit for walking and cycling

*If it wasn't for the weather we could be a
nation of walkers*

*If it wasn't for the traffic we could be a
nation of cyclists*

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AA STREETWATCH

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1. INTRODUCTION

According to the National Travel Survey 2011, 22% of car/van journeys made as a driver are less than 2 miles. 25% of car/van journeys made as a passenger are less than 2 miles.

Cars are at their least efficient and most polluting when cold so environmentally and financially it makes sense for many to walk or cycle short journeys rather than use the car.

Environmental campaigns implore drivers to give up the car for short journeys and encourage 'active travel' - in Scotland this year people are being urged to ditch the car for short journeys under a [new campaign](#) with the slogan 'not far? Leave the car'.

In November 2012 the National Institute for Health and Clinical Excellence (NICE) [called on councils](#) to do more to make walking and cycling an easier option in local communities.

The AA's first Streetwatch survey of 2013 set out to discover how much walking and cycling AA Members are doing and to explore barriers preventing them from walking/cycling more.

To try to eliminate leisure walking/cycling survey respondents were asked only about journeys beginning or ending at their home.

In total there were 22,196 completed surveys with responses from all 124 UK postcode areas. Five postcode areas were excluded from the following analysis because of low response rates: Hebrides & Western Isles (HS), Guernsey (GY), Jersey (JE), Shetland (ZE), and London East Central (EC).

The survey was conducted between 23 and 28 May 2013 in conjunction with Populus, www.populus.co.uk. Populus was a founder member of the British Polling Council and abides by its rules.

2. HOW FAR DO YOU WALK/CYCLE?

Q1. On average how far would you say you walk every week? Think only about journeys on foot that begin/end at your home e.g. to visit friends, shops, school, pub, work or just for leisure?

Q2. On average how far would you say you cycle every week? Think only about journeys by bicycle that begin/end at your home e.g. to visit friends, shops, school, pub, work or just for leisure?

On average 85% of the respondents claim to walk every week and 19% say they cycle.

2.1 Walking

The average (median) distance walked each week is 6 miles. Those in the South East & East Anglia walk the least, covering 5 miles per week, while those in Scotland & N. Ireland tend to walk the most, an average of 7 miles each week.

By post area, averages range from 5 miles (lowest) to 10 miles (highest).

Postcode areas reporting highest and lowest average **walking distance/week**:

Postcode <u>area</u>	Number of surveys	Percentage of walkers	Median distance walking/week (miles)
Dundee (DD)	107	85%	10
Kilmarnock (KA)	111	83%	10
Paisley (PA)	109	82%	10
Perth (PH)	74	80%	10

Watford (WD)	113	82%	5
Medway Towns (ME)	267	82%	5
Hereford (HR)	87	82%	5
Nottingham (NG)	432	81%	5
Peterborough (PE)	402	81%	5
Manchester (M)	237	81%	5
Swansea (SA)	261	80%	5
Stafford (ST)	219	79%	5
Huddersfield (HD)*	101	79%	5
Dudley (DY)	131	78%	5
Blackburn (BB)*	127	77%	5
Wakefield (WF)	140	77%	5

2.2 Cycling

The average (median) distance cycled each week (for those who cycle) is 10 miles.

Those in Wales & East Anglia cycle the least, covering 8 miles per week, whereas other regions average 10. The Islands stand out at the most keen cyclists, with 23% of the population averaging 25 miles.

By post area, averages range from 2 miles (Romford) to 45 miles (Halifax).

Postcode areas reporting highest and lowest average **cycling distance/week**:

Post code <u>area</u>	Number of surveys	Percentage of cyclists	Median distance cycling/week (miles)
Halifax (HX)	49	10%	45
Bradford (BD)	125	10%	29
London South East (SE)	186	22%	22.5
Huddersfield (HD)*	101	13%	20
Blackburn (BB)*	127	12%	19
London South West (SW)	147	25%	18

Dumfries & Galloway (DG)	78	18%	5
London East (E)	117	18%	5
Sunderland (SR)	40	18%	5
Preston (PR)	167	17%	5
Dartford (DA)	142	15%	5
Luton (LU)	152	13%	5
Taunton (TA)	134	13%	5
London North West (NW)	81	19%	4
Motherwell (ML)	109	13%	3.5
Romford (RM)	107	12%	2

*It is interesting to note that Huddersfield (HD) and Blackburn (BB) feature both in the bottom group for walking distance and the top group for cycling distance.

2.3 Age - walking

There were no significant variations in walking behaviour by age group – all groups from 18 to 24 to 65 and over reported average walking distance of 5 to 6 miles per week. The percentage of walkers ranged between 83% for the 18 to 24 year olds, to 86% for the 25 to 34 and 35 to 44 year olds.

2.4 Age – cycling

The cycling rate was highest at 25% for the 35 to 44 year age group and lowest at 14% among the 65 and over group. The average weekly distance covered was 10 miles for all age groups apart from the 55 to 64 year olds who average 8 miles per week and those 65 and over who average 6 miles per week.

3. SAFETY

Q3. For journeys starting from or close to your home, how safe do you consider the following?

- *Walking during the day*
- *Walking at night*
- *Cycling during the day*
- *Cycling at night*

Most of the UK – 91% of the surveyed population – considers walking during the day to be either safe or very safe. But only around half (48%) consider walking at night (chart 1 below) to be safe.

The perception of cycle safety is lower with only 44% considering it safe or very safe to cycle during the day (chart 2 below), and only 16% considering it safe or very safe to cycle at night.

Regionally, London stands out as scoring the highest for walking safety during the day (94% safe or very safe) but in contrast it scores the lowest for cycle safety at night (15% safe or very safe).

Scotland and Northern Ireland scores highest for night time safety for both walking (53% safe or very safe) and cycling (19% safe or very safe)

By age, perception of the practicality and convenience of cycling decreases with increasing age. 57% of 18 to 24 year olds say that cycling during the day is safe or very safe, but this linearly decreases to only 33% of those 65 and over.

How safe do you consider: Walking at night?

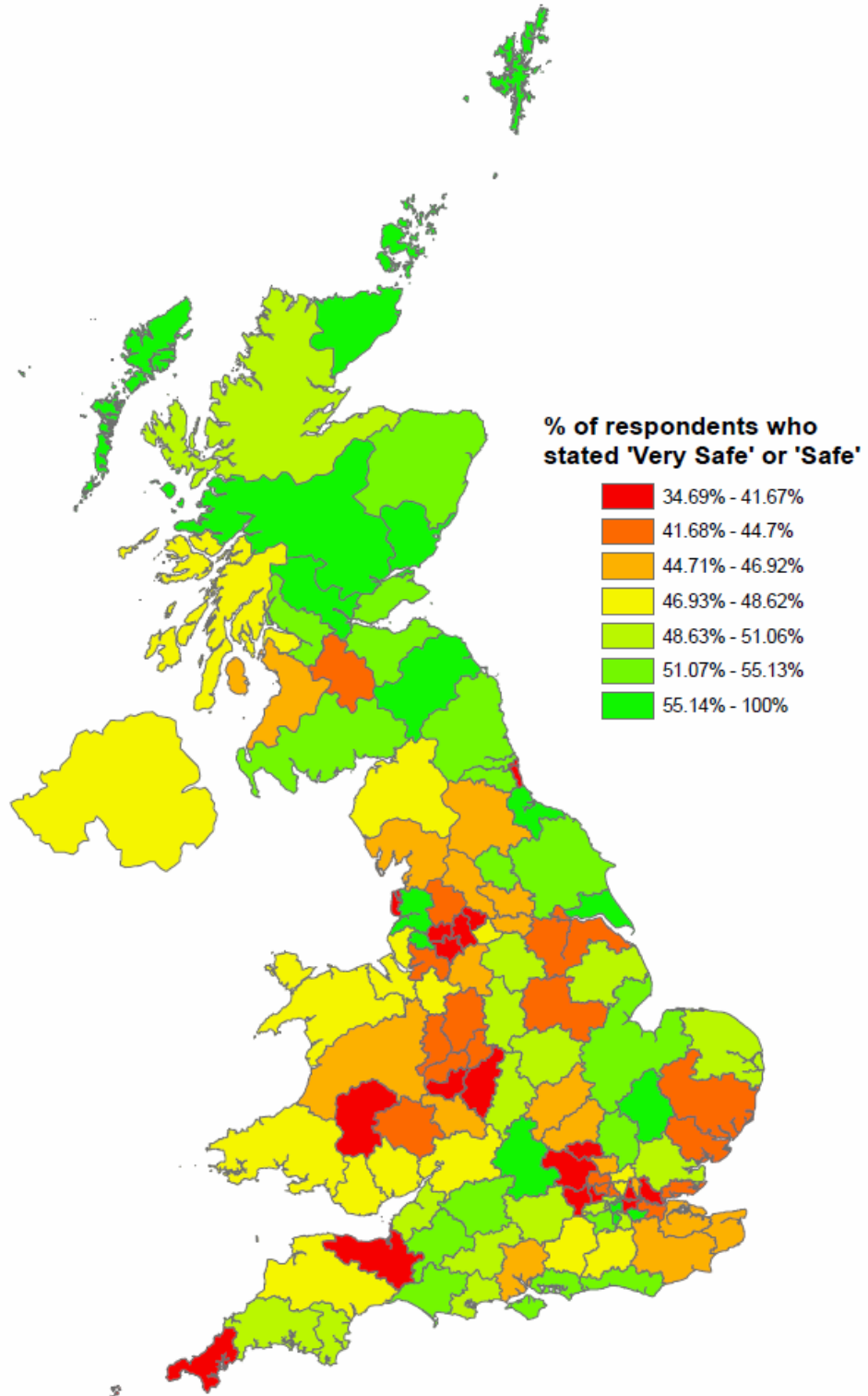


Chart 1 – Walking safety at night

How safe do you consider: Cycling during the day?

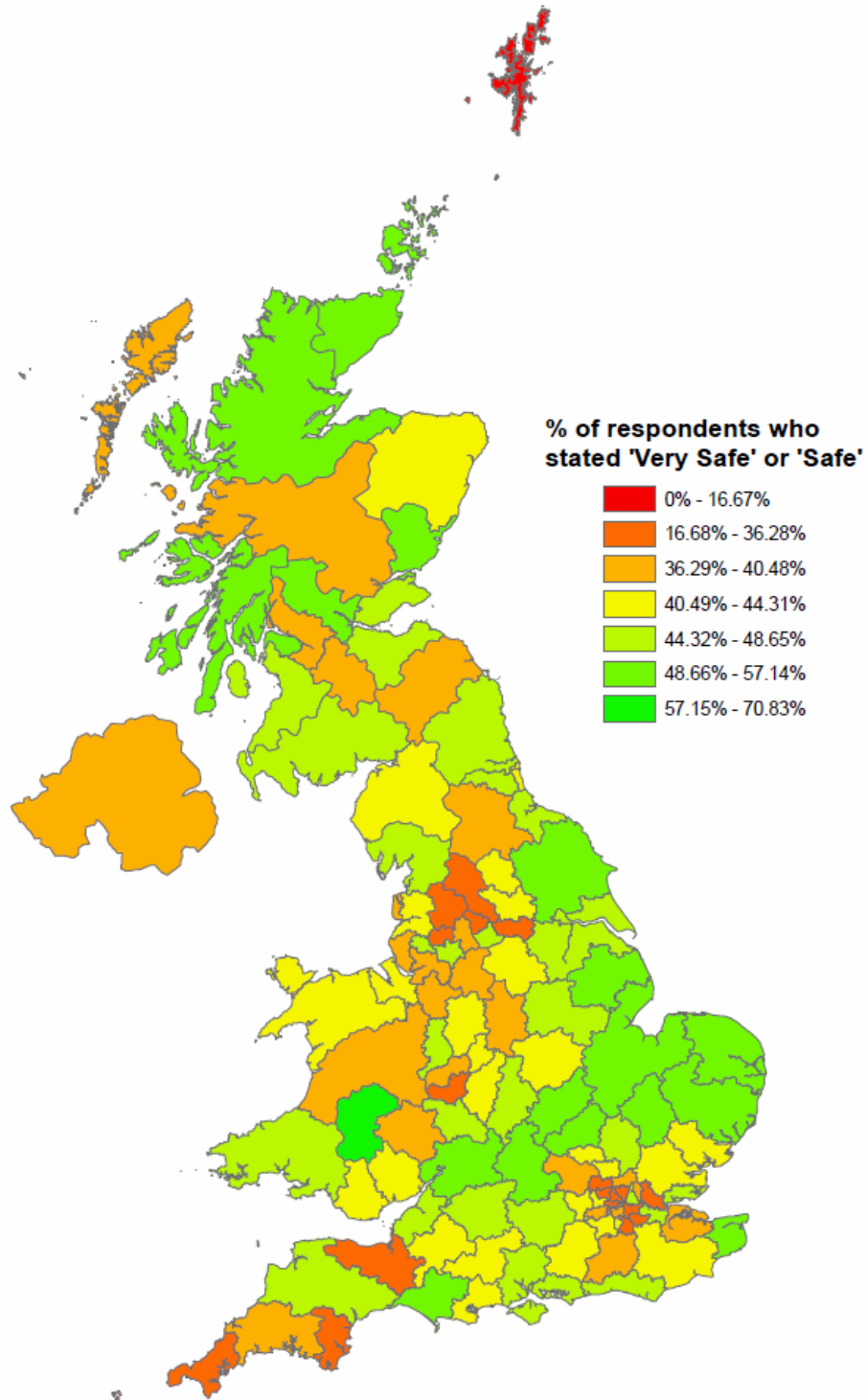


Chart 2 – cycling safety during the day

4. THE CONVENIENCE AND PRACTICALITY OF WALKING/CYCLING

Q4. Thinking about road layout, crossing provision, traffic levels, geography and so on, in general how practical/convenient would you say it is to do the following, leaving from your home?

- *Walk to local shops for midweek essentials*
- *Cycle to local shops for midweek essentials*
- *Walk to a local pub or restaurant*
- *Cycle to a local pub or restaurant*
- *Walk for leisure*
- *Cycle for leisure*

[Ratings from 1 (not at all practical/convenient) to 5 (very practical/convenient)]

4.1 Walking to local shops

Overall, 71% said that it is practical and convenient (scored 4 or 5) to walk to local shop(s) (chart 3 below) for midweek essentials.

At the Regional level variation is small, except in London, where, perhaps unsurprisingly, the percentage scoring 4 or 5 for practicality and convenience increases to 82%. The region scoring the lowest in this regard is Wales with only 64% giving a rating of 4 or 5.

By post code area, those with the lowest percentage rating walking to local shops practical and convenient were:

Llandridnod Wells (LD)	38%
Hereford (HR)	54%
Inverness (IV)	54%

And those with the highest percentage rating walking to local shops practical and convenient were:

Sunderland (SR)	85%
London East (E)	85%
London South East (SE)	88%
London South West (SW)	88%
London West (W)	89%

4.2 Walking to a local pub/restaurant

Nationally, on average it is slightly more practical and convenient to walk to local shops than it is to walk to a local pub or restaurant (Chart 5 below). Overall 66% rated walking to a local pub or restaurant as practical and convenient.

Regionally London scores highest again (70%) and Wales lowest (62%).

By Post code area, those with the lowest percentage rating walking to a local pub or restaurant as practical and convenient were:

Inverness (IV)	45%
Belfast (BT)	47%

Romford (RM)	53%
Wick & Orkney (KW)	54%
Hereford (HR)	54%
Kilmarnock (KA)	54%
Wakefield (WF)	54%

And those with the highest percentage rating walking to a local pub or restaurant practical and convenient were:

Bromley (BR)	76%
Sunderland (SR)	78%
London South East (SE)	78%
London South West (SW)	81%
London West (W)	83%

Hereford (HR) and Inverness (IV) both feature in the bottom group for practicality and convenience of walking both to local shops and to a local pub or restaurant.

In contrast, Llandridnod Wells (LD) which scores lowest at 38% for practicality and convenience when it comes to walking to local shops, scores a mid-table 63% for the practicality and convenience of walking to a local pub or restaurant.

4.3 Walking for leisure

Nationally, 84% of respondents rated walking for leisure in their local area as practical and convenient – the highest percentage by some margin for the three walking categories (shops, pubs, leisure).

Regional variation was small with the South East being lowest at 83% and Scotland and Northern Ireland highest at 86%.

Walking for leisure was most popular among 35 to 64 year olds (85% rating it practical and convenient) but there was relatively little variation across all age groups. The lowest score was 81% among 18 to 24 year olds, just one percent lower than the 82% score from the 65 and older group.

There was relatively little variation in the Postcode area scores too. Those with the lowest percentage rating walking for leisure as practical and convenient were:

Romford (RM)	69%
Uxbridge (UB)	73%
Wolverhampton (WV)	74%
Wakefield (WF)	75%
Fylde Coast (FY)	76%

Those with the highest percentage rating walking for leisure as practical and convenient were:

Swindon (SN)	91%
Oldham (OL)	92%
Dundee (DD)	92%
Edinburgh (EH)	92%

Carlisle (CA) 92%

4.4 Cycling

The practicality and convenience of cycling is in general rated substantially lower than walking.

Nationally 47% consider cycling to the shops in their local area to be practical and convenient. 43% rate cycling to a local pub or restaurant practical and convenient, while 57% rate cycling for leisure in their area practical and convenient.

Regionally East Anglia, which reported the lowest average distance walked/cycled (Section 21. and 2.2) scored highest for cycling to the shops (51%), and cycling to a pub or restaurant (49%) and was second highest (61%) for cycling for leisure, just behind the Islands (64%).

At the other end of the range it was Wales (42%) that rated shopping by bike least practical and convenient, and Scotland and Northern Ireland (37%) that rated cycling to a pub or restaurant least convenient.

For leisure cycling the lowest score of 52% was from respondents in London.

Postcode areas with the lowest/highest scores for practicality and convenience for cycling were:

Cycling to the shops:

Berwick & Borders (TD)	26%
Halifax (HX)	31%
Motherwell (ML)	33%
Torquay (TQ)	33%
Hereford (HR)	33%
Peterborough (PE)*	55%
Manchester (M)	55%
Stevenage (SG)*	55%
Milton Keynes (MK)*	55%
Portsmouth (PO)	56%
Preston (PR)	59%
Kingston-Upon-Thames (KT)	59%
Cambridge (CB)	61%

*It is interesting to note the presence of new towns Peterborough, Stevenage and Milton Keynes in the top of this list, though other new towns e.g. Telford (39%) scored less highly.

Cycling to a pub or restaurant:

Berwick & Borders (TD)	19%
Sunderland (SR)	25%
Motherwell (ML)	29%
Belfast (BT)	29%
Romford (RM)	30%

Wakefield (WF)	30%
Croydon (CR)	31%
Bristol (BS)	51%
York (YO)	53%
Milton Keynes (MK)	53%
Peterborough (PE)	53%
Warrington (WA)	53%
Dorchester (DT)	53%
Llandridnod Wells (LD)**	54%
Preston (PR)	55%
Oxford (OX)*	57%
Cambridge (CB)*	59%

*Oxford and Cambridge scoring highest for 'cycling to a pub or restaurant' presumably reflects the student culture in these cities?

**Llandridnod Wells scored lowest for walking to the shops but is one of the highest for cycling to the pub and (next table) cycling for leisure.

Cycling for leisure:

Romford (RM)	39%
London North (N)	42%
Harrow (HA)	44%
Motherwell (ML)	44%
Uxbridge (UB)	45%
Bromley (BR)	46%
Wakefield (WF)	46%
Perth (PH)	64%
Peterborough (PE)*	64%
Warrington (WA)	64%
Northampton (NN)	64%
Stevenage (SG)	64%
Milton Keynes (MK)*	65%
Kingston-Upon-Thames (KT)	65%
Isle of Mann (IM)	65%
Kilmarnock (KA)	66%
Llandridnod Wells (LD)	67%
Oxford (OX)**	67%
Dundee (DD)	67%
Wick & Orkney (KW)	75%

*Peterborough and Milton Keynes stand out as being most consistently cycling friendly across all three areas – shops, pubs/restaurants and leisure.

**Cambridge rates highly for cycling to shops and pubs/restaurants while Oxford does so for cycling to pubs/restaurants and for leisure.

How Practical/Convenient do you find:
Walking to a local shop(s) for
midweek essentials

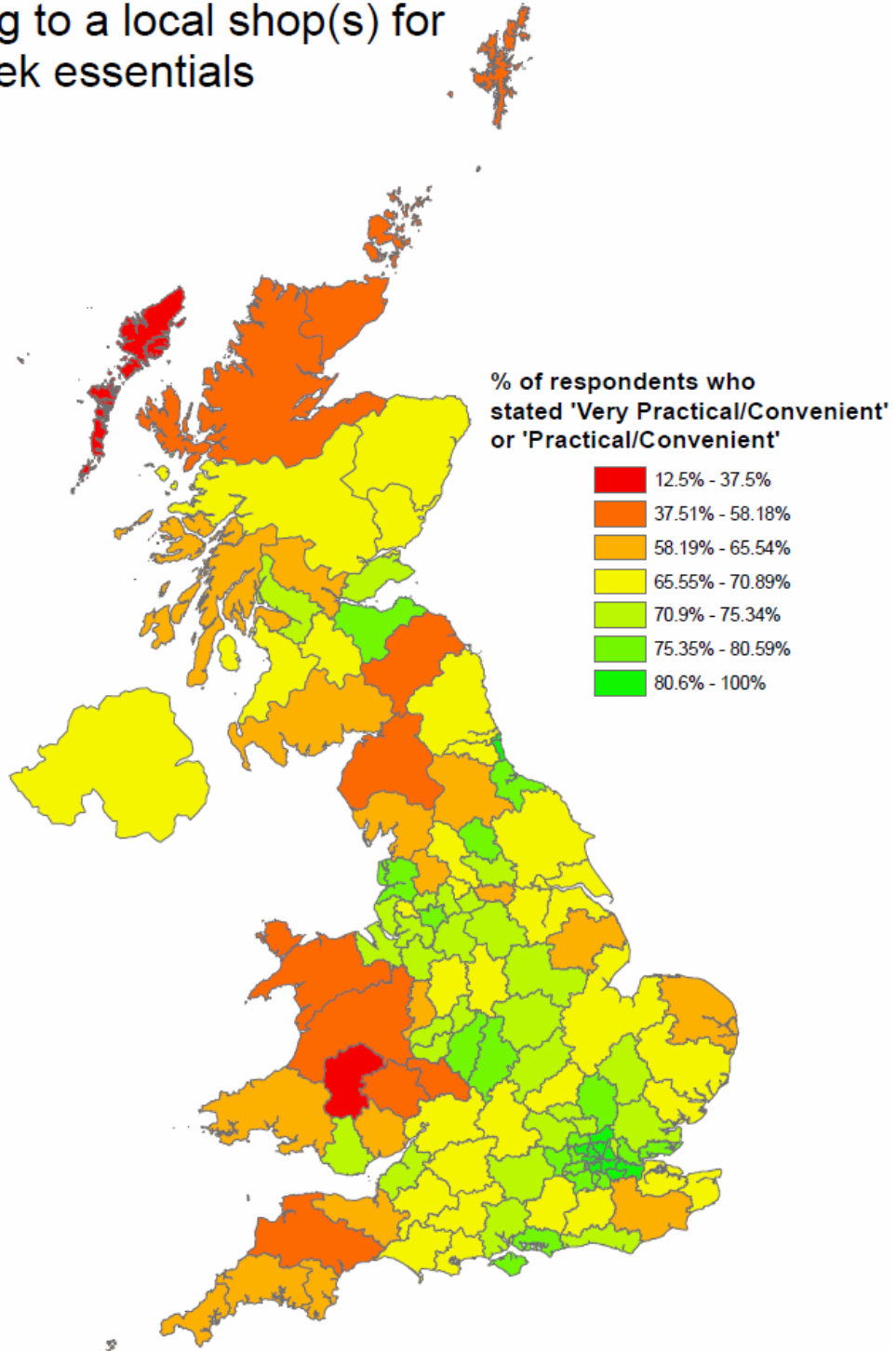


Chart 3 – walking to local shops

How Practical/Convenient do you find:
Cycle to a local shop(s) for
midweek essentials

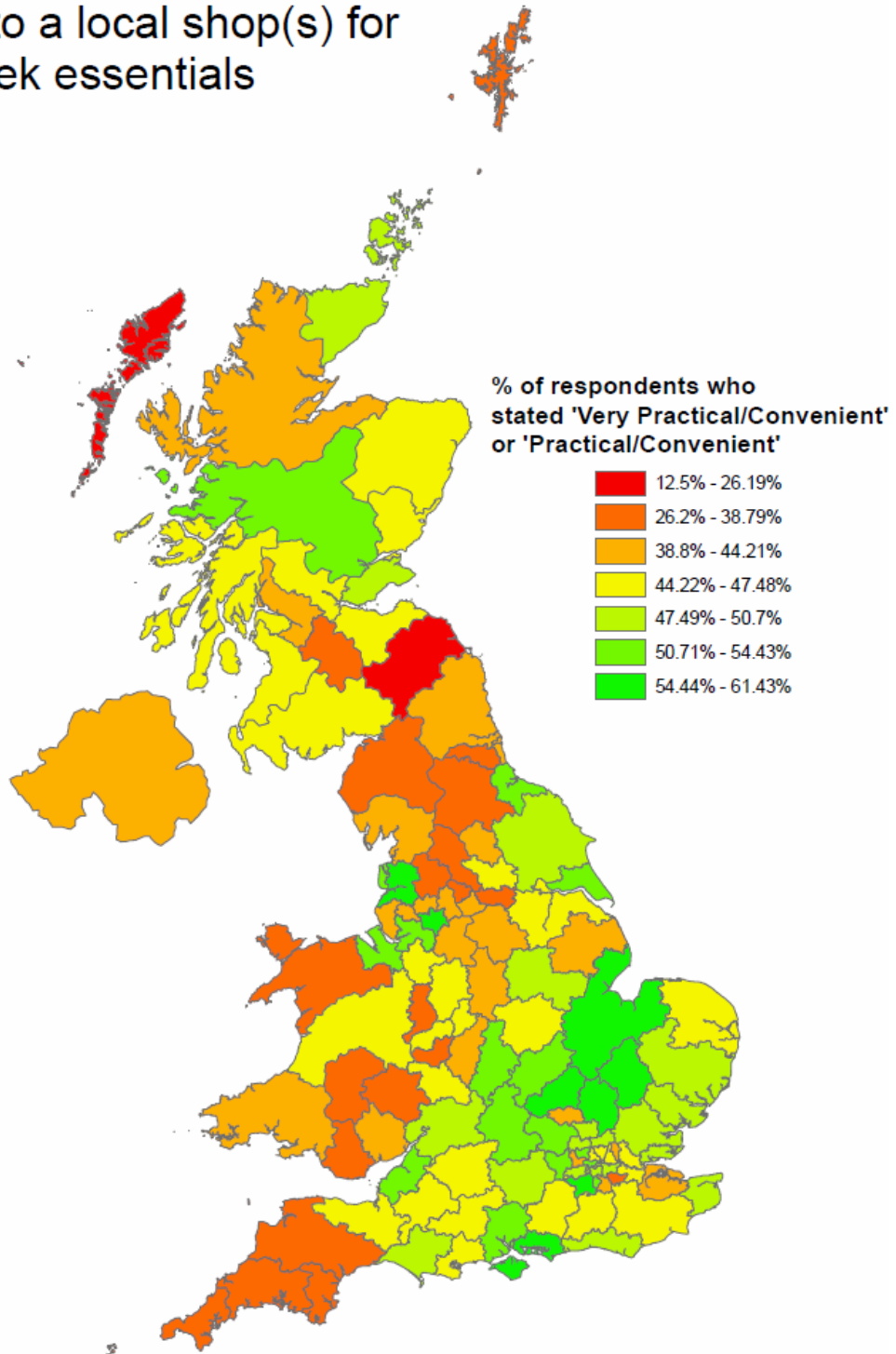


Chart 4 – cycling to local shops

How Practical/Convenient do you find:
Walk to a local pub

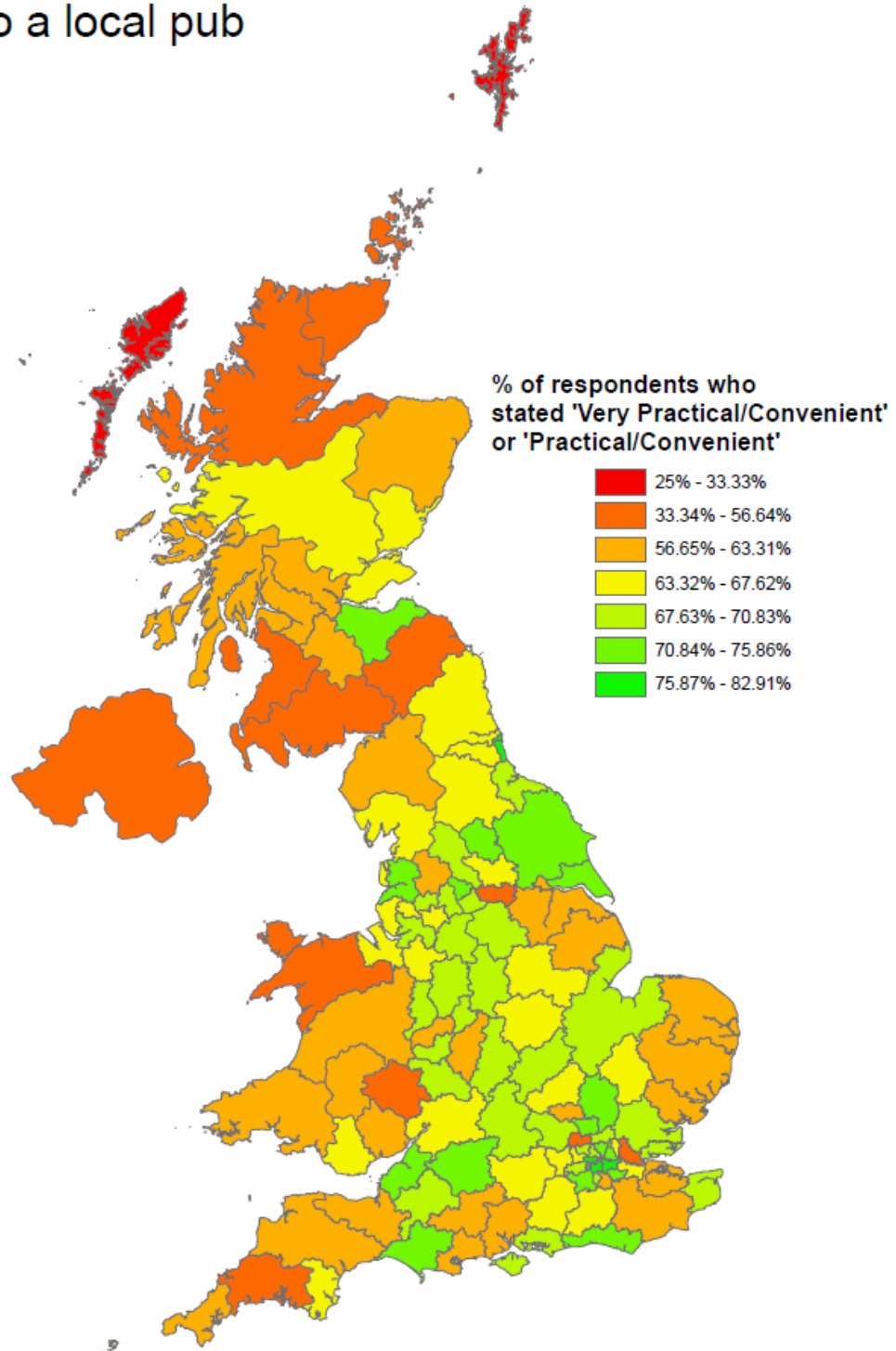


Chart 5- walking to a local pub/restaurant



How Practical/Convenient do you find: Cycle to a local pub or restaurant

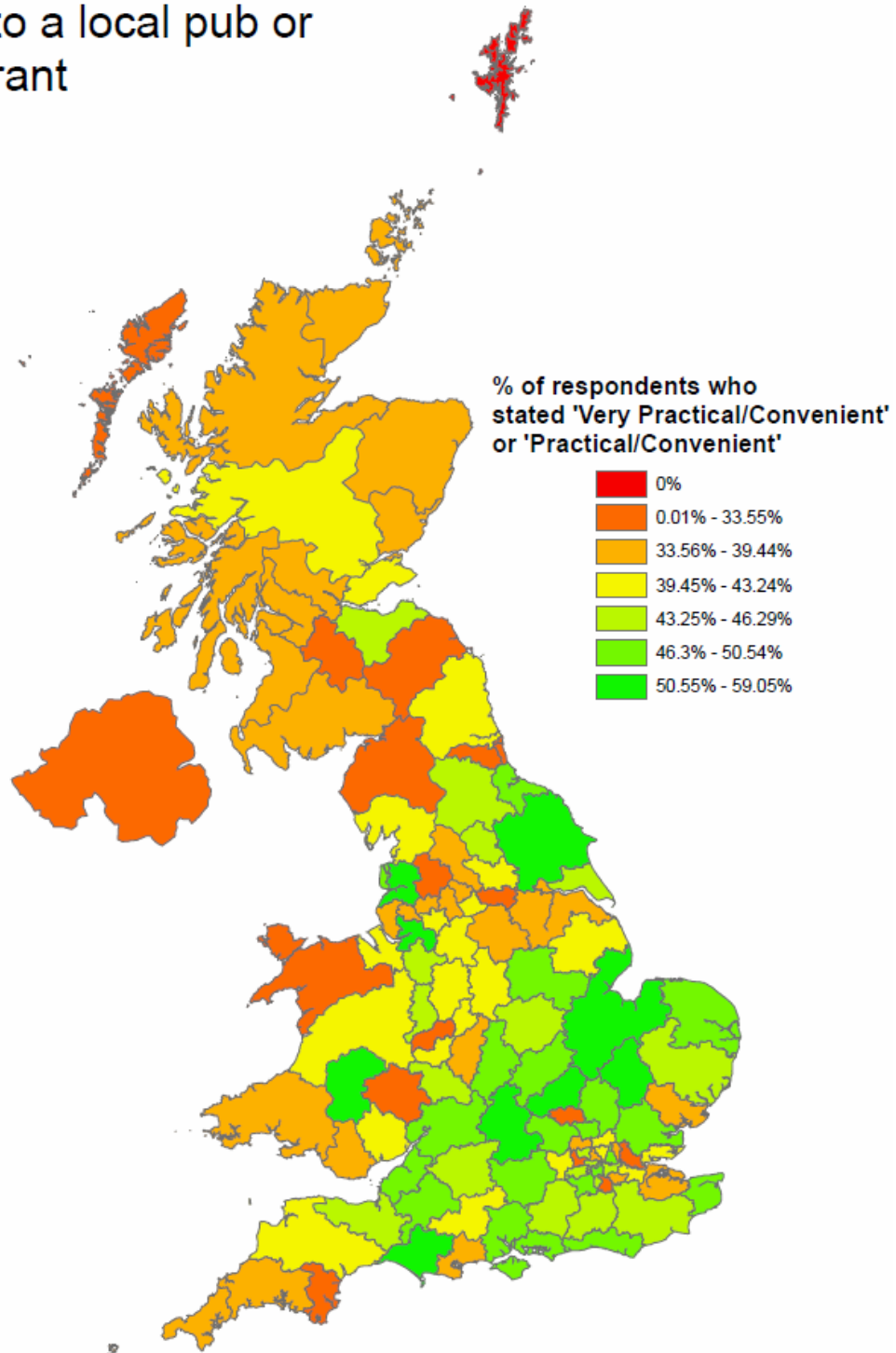


Chart 6 – cycling to a local pub/restaurant

5. BARRIERS TO WALKING AND CYCLING

Q5. *What do you consider to be the three biggest barriers to walking more in your local area?*

Select from:

- *Bad weather*
- *Comfort and convenience of the car*
- *Local amenities too far to walk to*
- *Speed of local traffic*
- *Poor health/fitness*
- *Lack of streetlights*
- *Volume of traffic*
- *Lack of pavements/footpaths*
- *Noise and pollution*
- *Worry about being knocked over by a car/other vehicle*
- *Lack of safe crossing places*
- *Unsuitable local road design/layout*
- *Don't know.*

Q6. *What do you consider to be the three biggest barriers to cycling more in your local area?*

Select from:

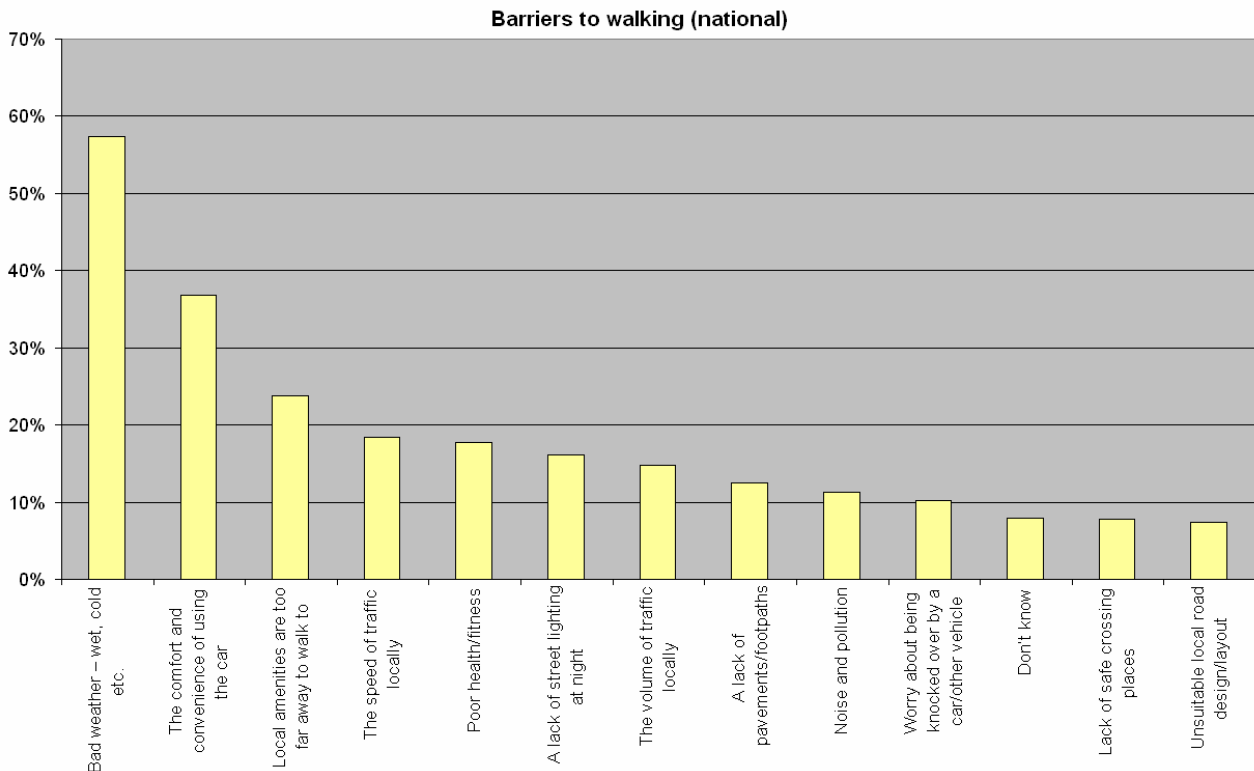
- *Worry about being knocked over by a car/other vehicle*
- *Bad weather*
- *Lack of suitable cycle paths*
- *Speed of local traffic*
- *Volume of local traffic*
- *Comfort and convenience of the car*
- *Lack of bike racks/places to secure a bike*
- *Unsuitable local road layout*
- *Poor health/fitness*
- *Lack of storage space at home*
- *Lack of street lights*
- *Cost of buying a bike*
- *Local amenities too far away to cycle.*

5.1 Walking

Perhaps unsurprisingly (the survey was conducted in May following a particularly cold and wet winter/spring), bad weather was considered the biggest barrier to walking. 57% of all responses site this as the reason, followed by comfort and convenience of the car (37%), and local amenities being too far away (24%).

A third of responders blame traffic related reasons for not walking – traffic speed (18%), Traffic volume (15%).

Two fifths cite infrastructure issues as a barrier to walking locally – lack of street lighting (16%), lack of footpaths (13%), lack of safe crossing places (8%) and unsuitable local road design (7%).



5.1.1 Regions

At the regional level there was little variation in the most frequently cited barriers to walking. Bad weather and the comfort/convenience of the car were respectively the first and second most popular reason in all regions.

Local amenities being too far away was the third most popular reason in all regions apart from London, where it was noise and pollution, and the Islands where it was a lack of street lighting at night.

5.1.2 Age

Looking at barriers to walking by age group, bad weather and the comfort/convenience of the car were respectively the first and second most popular reason in all age groups.

Local amenities being too far away was the third most popular reason in all age groups apart from those 65 and over for whom poor health/fitness was the third most popular reason for not walking.

5.1.3 Post code areas

Looking only at aggregated traffic and infrastructure related barriers to walking the best and worst post code areas are:

	Worst		Worst
Post area	Traffic	Post area	Infrastructure
London West	51%	Llandridnod Wells	58%
London South East	49%	Berwick & Borders	55%
Ilford	49%	Northampton	52%
London South West	47%	Ipswich	50%
Romford	43%	Truro	50%
Huddersfield	43%	Dorchester	50%
Sunderland	43%	Norwich	48%
London North	42%	Hereford	47%
Stockport	42%	Watford	47%
London North West	42%	Taunton	46%
Fylde Coast	41%	Hemel Hempstead	46%
Dartford	41%	Shrewsbury	45%

Perth	26%	London North West	25%
Dundee	25%	Stockport	24%
Llandridnod Wells	25%	Twickenham	24%
Plymouth	24%	Walsall	24%
Oldham	24%	Fylde Coast	24%
Kirkcaldy	24%	London West	23%
Llandudno	24%	Bromley	22%
Inverness	23%	Bolton	22%
Lincoln	22%	London South East	20%
Falkirk	18%	London South West	19%
Isle of Mann	17%	Sutton & Morden	18%
Wick & Orkney	14%	Ilford	16%
	Best		Best

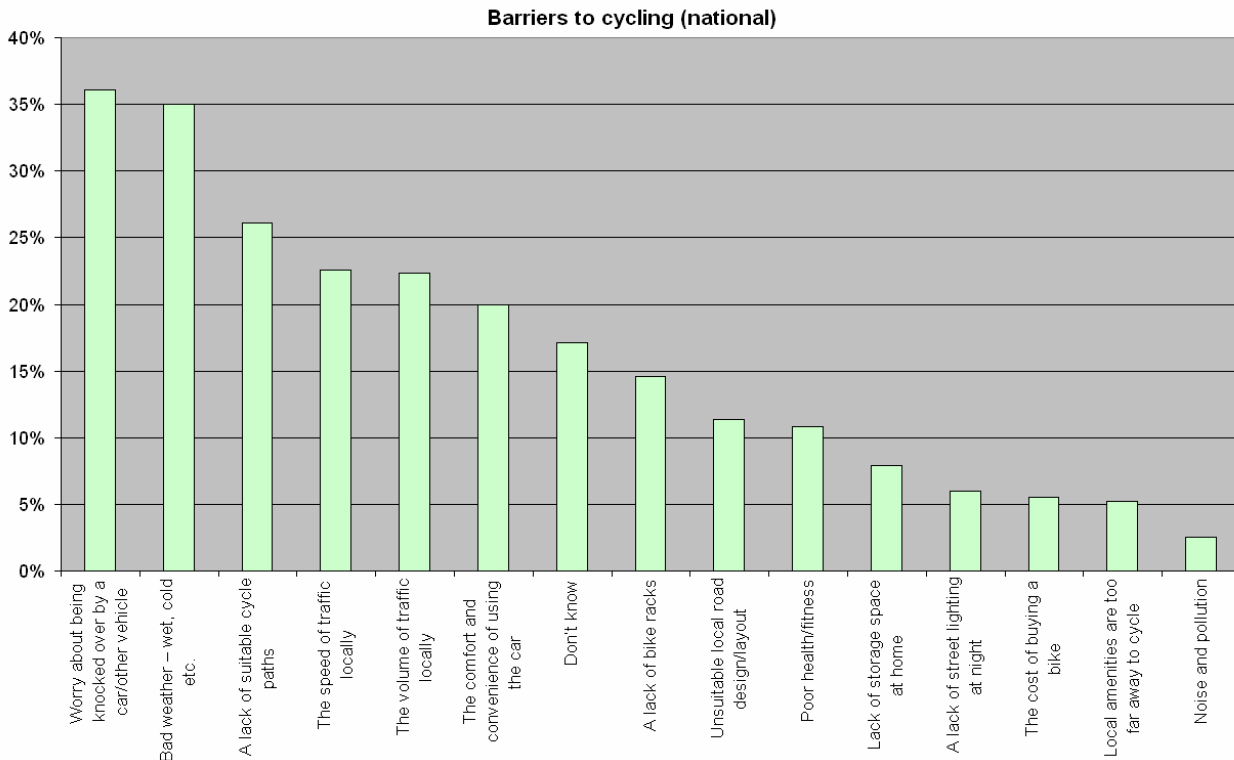
5.2 Cycling

In contrast to walking, it is personal safety – worry about being knocked over by a car/other vehicle – that is the most popular barrier to cycling with 36% of respondents selecting this in their top three reasons.

Bad weather (35%) was the second most popular reason and a lack of suitable cycle paths (26%) the third most popular.

81% of responses cited traffic related issues as a barrier to cycling – worry about being knocked over (36%), speed of local traffic (23%) and volume of local traffic (22%).

Almost two thirds (58%) of reasons for not cycling were infrastructure related – lack of cycle paths (26%), lack of bike racks (15%), unsuitable local road layout (11%), and lack of street lighting at night (6%).



5.2.1 Regions

Worry about being knocked over was the most frequently cited barrier to cycling in more than half of the regions – Islands, London, South East, South West, and Wales. In these regions, bad weather was consistently the second most popular reason mentioned.

In the remaining regions – East Anglia, Midlands, North, and Scotland and Northern Ireland – bad weather was the most popular reason and worry about being knocked over the second most popular reason.

In all regions apart from London the third most popular barrier to cycling was a lack of suitable cycle paths. In London the third most popular barrier was the volume of local traffic.

5.2.2 Age

For respondents aged between 25 and 64 the most popular barriers to cycling are the same: worry about being knocked over first, bad weather second and a lack of suitable cycle paths third.

The younger age group (18-24) are perhaps less likely to be put off cycling by the weather. For them it's the same reasons but in a different order: worry about being knocked over first, lack of cycle paths second and bad weather third.

For the oldest age group (65 and over) bad weather is the most popular barrier to cycling, and worry about being knocked over the second most popular reason.

5.2.3 Post code areas

Looking only at aggregated traffic and infrastructure related barriers to cycling the best and worst post code areas are:

	Worst		Worst
Post Area	Traffic	Post Area	Infrastructure
London North West	52%	Telford	58%
London West	48%	Durham	57%
Romford	46%	Northampton	56%
Leeds	45%	Hull	55%
Sunderland	45%	Slough	55%
London South West	45%	Berwick & Borders	55%
Hereford	45%	Lincoln	55%
London South East	45%	Swansea	54%
Worcester	44%	Torquay	53%
Shrewsbury	44%	Chester	53%
Stockport	44%	Gloucester	53%
Dehill	44%	Oxford	53%

Truro	28%	Kingston-Upon-Thames	40%
Kirkcaldy	28%	Bristol	40%
Newcastle-upon-Tyne	28%	Dumfries & Galloway	40%
Dundee	27%	Dudley	39%
Falkirk	27%	Harrow	39%
Inverness	26%	Kirkcaldy	38%
Tee-side	26%	London South West	37%
Durham	26%	Wick & Orkney	36%
Dumfries & Galloway	24%	Bolton	35%
Perth	22%	Isle of Mann	35%
Llandridnod Wells	21%	Bromley	34%
Wick & Orkney	14%	Sunderland	33%
	Best		Best

6. CHILD SAFETY

For the next part of the study we explored attitudes towards the safety of children when walking or cycling locally.

Q6. To what extent do you agree or disagree with the following statements?

- *In general children should be encouraged to walk more*
- *It is not safe for children to be out walking in my local area*
- *Children should be encouraged to cycle more*
- *It is not safe for children to be out cycling in my local area*
- *It is better to take children everywhere by car no matter how short the journey*

Unsurprisingly, almost all respondents (94%) believe that children should be encouraged to walk more (agreeing or strongly agreeing with the statement).

When it comes to cycling, 76% of respondents agree or agree strongly that children should be encouraged to cycle more. This view is more likely to be held by younger age groups – 85% of those under 25 agree or agree strongly that children should cycle more compared with 72% of the over 60s.

Nationally only 19% believe that it is not safe for children to be out walking in their local area.

Concern for children's safety increases when it comes to cycling. Overall, 39% agree or agree strongly that it is not safe for children to be out cycling in their local area.

Generally only a small proportion (7%) of respondents agreed with the statement that it is better to take children everywhere by car no matter how short the journey.

6.1 Regions

At the regional level variation in attitudes towards child safety when walking and cycling was low.

Responses to 'children should be encouraged to walk more' ranged from Wales (93% agree) to the Islands (98%).

The percentage agreeing that it is not safe for children to be out walking locally ranged between a low of 18% in East Anglia and a high of 23% in the Islands.

The lowest proportion of respondents agreeing that children should be encouraged to cycle more was in London (71%). The highest was in the Islands (91%)

The region where there was least concern about children's safety when cycling locally was East Anglia (34% agree that it's not safe). Respondents in London were most concerned about children's safety when cycling locally with 47% agreeing that it is not safe.

6.2 Post code area

6.2.1 Children's safety walking locally

The postcode areas perceived to be safest when it comes to children walking locally (chart 7) were:

Isle of Mann (IM)	9% (agree that it's not safe)
Dundee (DD)	9%
Berwick & Borders (TD)	12%
Kirkcaldy (KY)	13%
St Albans (AL)	13%
Harrogate (HG)	13%
Portsmouth (PO)	13%
Bromley (BR)	14%
Brighton (BN)	14%
Bolton (BL)	14%
Dumfries & Galloway (DG)	14%
Wick & Orkney (KW)	14%
Oxford (OX)	14%
Colchester (CO)	14%

And the least safe:

London East (E)	25% (agree that it's not safe)
Hereford (HR)	25%
Wolverhampton (WV)	26%
Slough (SL)	26%
Birmingham (B)	26%
Kilmarnock (KA)	26%
Fylde Coast (FY)	26%
Belfast (BT)	27%
Liverpool (L)	30%
Uxbridge (UB)	30%
Motherwell (ML)	31%
Luton (LU)	34%

6.2.2 Children's safety cycling locally

The postcode areas perceived to be safest when it comes to children cycling locally (chart 8) were:

Wick & Orkney (KW)	21% (agree that it's not safe)
Dundee (DD)	25%
Inverness (IV)	28%
Dumfries & Galloway (DG)	29%
Portsmouth (PO)	30%
Peterborough (PE)	30%
Milton Keynes (MK)	31%
Oxford (OX)	31%
Swindon (SN)	31%
Kirkcaldy (KY)	31%
Durham (DH)	32%

Stevenage (SG) 32%

And the least safe:

Belfast (BT)	49% (agree that it's not safe)
Motherwell (ML)	49%
Wakefield (WF)	49%
Stockport (SK)	50%
London South West (SW)	50%
London West (W)	50%
Twickenham (TW)	52%
Croydon (CR)	52%
Uxbridge (UB)	54%
London North (N)	54%
London South East (SE)	60%

6.2.3 Taking children everywhere by car

The postcode areas where fewest respondents agreed that it is better to take children everywhere by car were:

Isle of Mann (IM)	0% (agree that it's better)
Swindon (SN)	3%
Edinburgh (EH)	3%
Sutton & Morden (SM)	3%
Wick & Orkney (KW)	4%
Dumfries & Galloway (DG)	4%
Colchester (CO)	4%
Leeds (LS)	4%
Wigan (WN)	4%

And the postcode areas where the highest proportion of respondents agreed that it is better to take children everywhere by car were:

Dartford (DA)	11%
Wolverhampton (WV)	11%
Harrogate (HG)	11%
Perth (PH)	11%
Shrewsbury (SY)	11%
London North West (NW)	11%
Wakefield (WF)	11%
Hereford (HR)	11%
Berwick & Borders (TD)	12%
Uxbridge (UB)	13%
Sunderland (SR)	15%



It is not safe for children to be out walking
in my local area

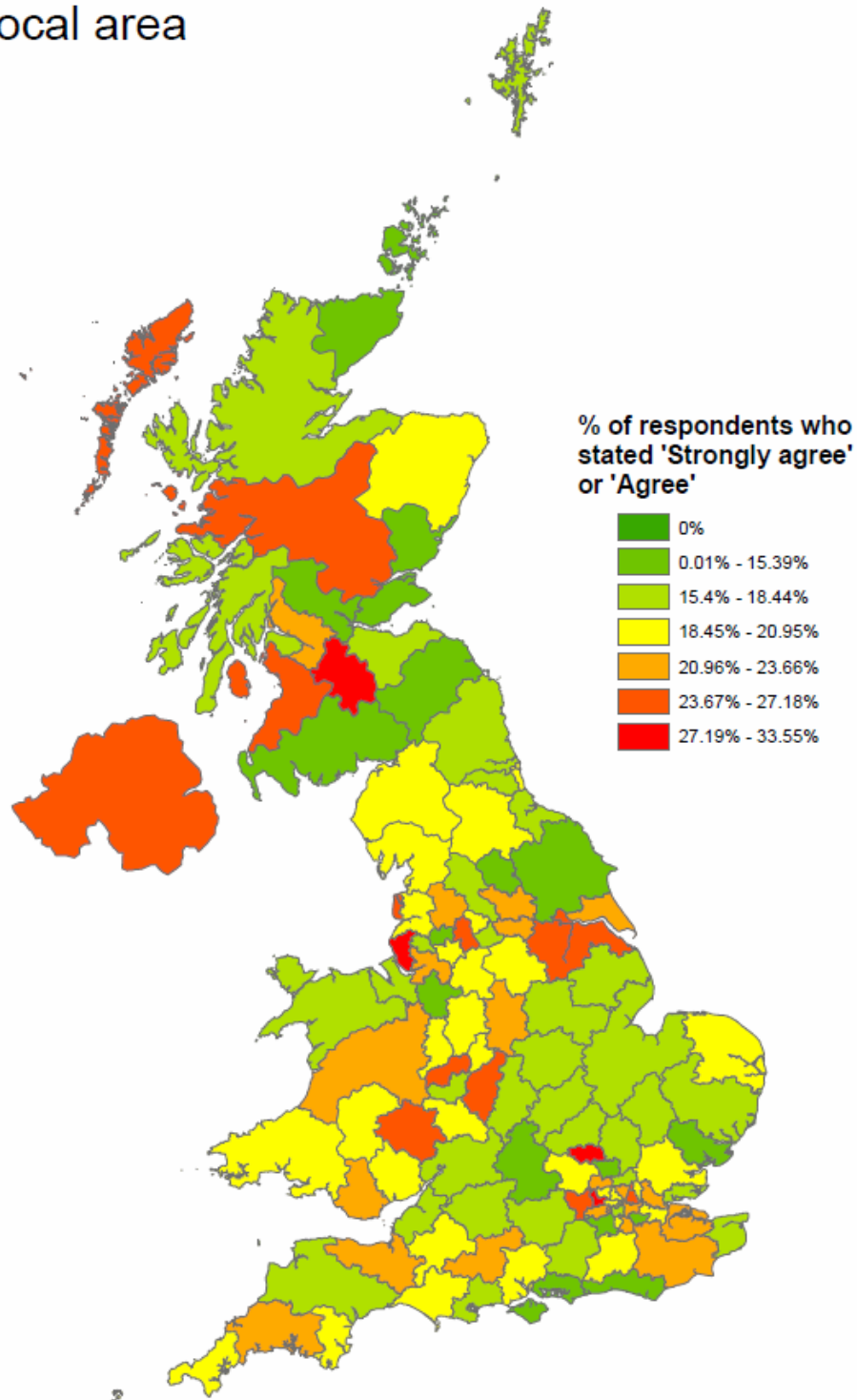


Chart 7: safety of children walking locally

It is not safe for children to be out cycling
in my local area

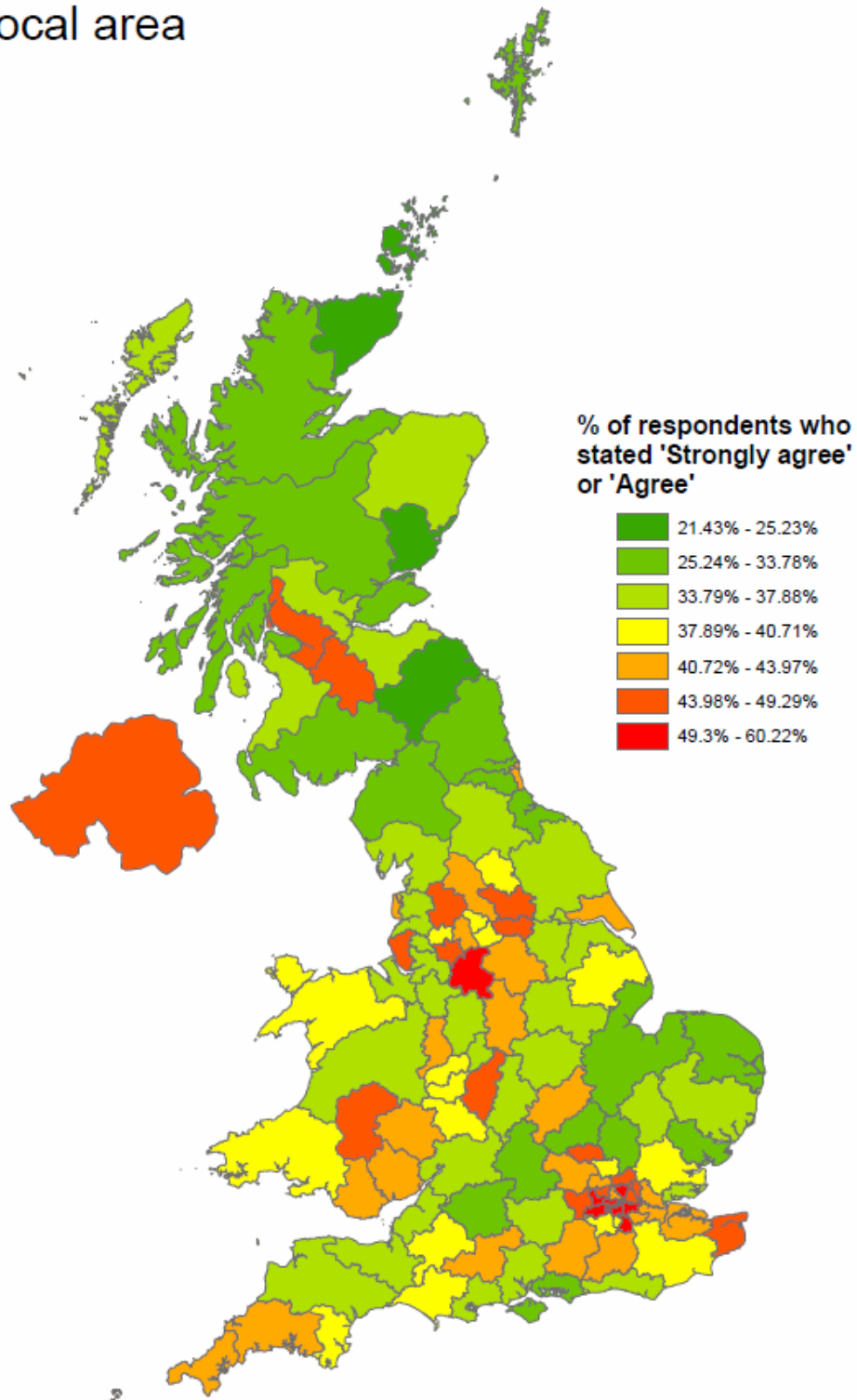


Chart 8: safety of children cycling locally

It is better to take children everywhere by car,
no matter how short the
journey

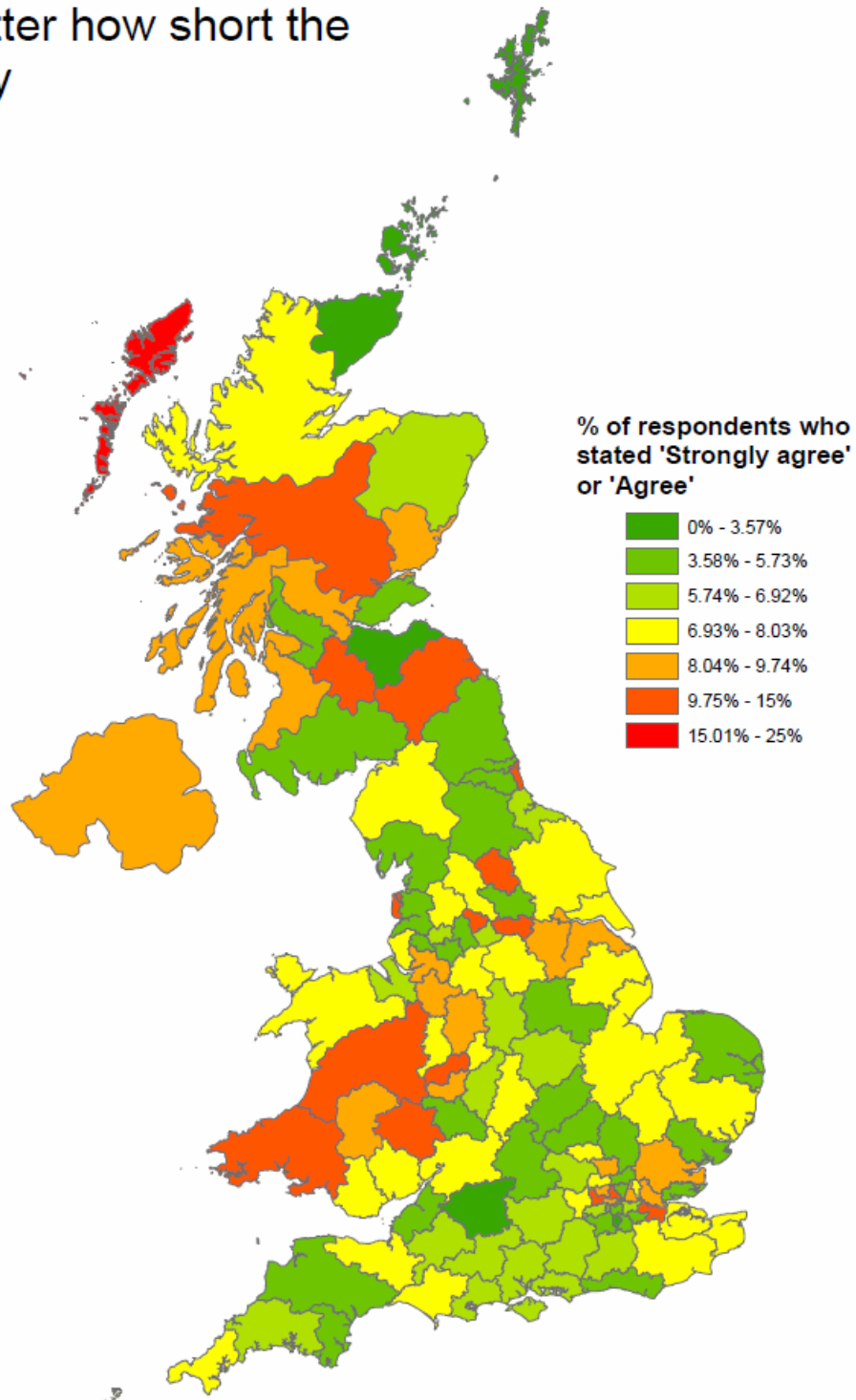


Chart 9: Children should be taken everywhere by car

7. PRIDE IN APPEARANCE

Finally we asked questions about the amount of pride respondents, their neighbours and their local authority take in the appearance of their property.

Q7. To what extent do you agree or disagree with the following statements?

- *My local authority takes care and pride in the appearance of public/shared spaces (verges, hedges, roundabouts, signs, etc.) in the area where I live*
- *Neighbours in my street take care and pride in the appearance of their own property/front gardens*
- *I take care and pride in the appearance of my own property/front garden*

Perhaps not surprisingly the percentage of respondents taking pride in their own property (88% agreeing with the above statement) was higher than those feeling that their neighbours did the same (76% agreeing with the above statement) which in turn was higher than the percentage agreeing that their local authority takes pride in public/shared spaces (55% agreeing with the above statement).

7.1 Age

Taking pride in your own property/front garden increases with age. Only 72% of those 18-24 agreed with the statement above but this rises to 89% for those 55-64 and 93% for those over 65.

7.2 Post code area

7.2.1 Local authority care and pride

Looking at perceptions of local authority pride in the appearance of public/shared spaces locally (Chart 10), the post code areas with the lowest percentage of respondents agreeing with the above statement are:

Bolton (BL)	36% (agree that local authority takes pride)
Halifax (HX)*	37%
Dumfries & Galloway (DG)	40%
Fylde Coast (FY)	41%
Wakefield (WF)	41%
Motherwell (ML)	42%
Northampton (NN)	42%
Taunton (TA)	43%
Oldham (OL)	44%
Manchester (M)	44%
Hereford	45%
Salisbury	45%

And the post code areas with the highest percentage of respondents agreeing with the above statement are:

Perth (PH)	64% (agree that local authority takes pride)
Watford (WD)	64%
Milton Keynes (MK)	64%
Tee-side (TS)	65%
Kirkcaldy (KY)	66%
Slough (SL)	67%
Enfield (EN)	67%
Isle of Mann (IM)	70%
Sutton & Morden (SM)	70%
London West (W)	70%
Bromley (BR)	80%
Harrogate (HG)**	80%

* Halifax appears in the bottom group for Local authority, neighbour and self care and pride.

** Harrogate appears in the top group for Local authority, neighbour and self care and pride.

7.2.2 Neighbours' care and pride

Neighbours' care and pride was generally rated higher than local authority though there was one postcode area, London West (W) with a lower rating (69% neighbour, 70% local authority) and two with the same rating, London East (E) (52%) and Uxbridge (60%).

Looking at perceptions of neighbours' care and pride in the appearance of their own property/front garden, the post code areas with the lowest percentage of respondents agreeing with the above statement are:

London East (E)	52% (agree that neighbours take pride)
London North (N)	58%
London South East (SE)	60%
Uxbridge (UB)	60%
Croydon (CR)	61%
Halifax (HX)	63%
London South West (SW)	63%
London North West (NW)	64%
Fylde Coast (FY)	65%
Manchester (M)	67%
Romford (RM)	67%

And the post code areas with the highest percentage of respondents agreeing with the above statement are:

Paisley (PA)	81% (agree that neighbours take pride)
Coventry (CV)	81%
Stafford (ST)	81%
Stevenage (SG)	81%
Tee-side (TS)	82%
Wick & Orkney (KW)	82%
Torquay (TQ)	82%
Kirkcaldy (KY)	83%
Warrington (WA)	83%
Harrogate (HG)	89%

7.2.3 My own care and pride

Looking at how survey respondents rated the care and pride they take in the appearance of their own property/front garden, the ratings were generally higher than was the case for neighbours and the range smaller (78% to 96% compared with 52% to 89%).

There was no postcode area where the average score for 'self' was lower than that for 'neighbours'. Post code areas with the lowest percentage of respondents agreeing with the statement "*I take care and pride in the appearance of my own property/front garden*" are:

Romford (RM)	78% (agree that I take care and pride)
Halifax (HX)	80%
London South East (SE)	80%
London West (W)	81%
London North (N)	82%
Bradford (BD)	82%
London South West (SW)	82%
Wakefield (WF)	83%
Aberdeen (AB)	83%
London East (E)	84%
Bath (BA)	84%
Bolton (BL)	84%
Ilford (IG)	84%
Uxbridge (UB)	84%
Stockport (SK)	84%
Plymouth (PL)	84%

And the post code areas where survey respondents claim to take most pride in their own property/front garden are:

Crewe (CW)	92% (agree that I take care and pride)
Llandridnod Wells (LD)	92%
Stafford (ST)	92%
Taunton (TA)	92%
Watford (WD)	92%
Sutton & Morden (SM)	92%
Tee-side (TS)	92%
Fylde Coast FY)	93%

Dorchester (DT)	93%
Harrogate (HG)	93%
Dumfries & Galloway (DG)	94%
Kilmarnock (KA)	94%
Darlington (DL)	94%
Berwick & Borders (TD)	95%
Isle of Mann (IM)	96%
Wick & Orkney (KW)	96%

My local authority takes care and pride in the appearance of public/shared spaces, in the area where I live

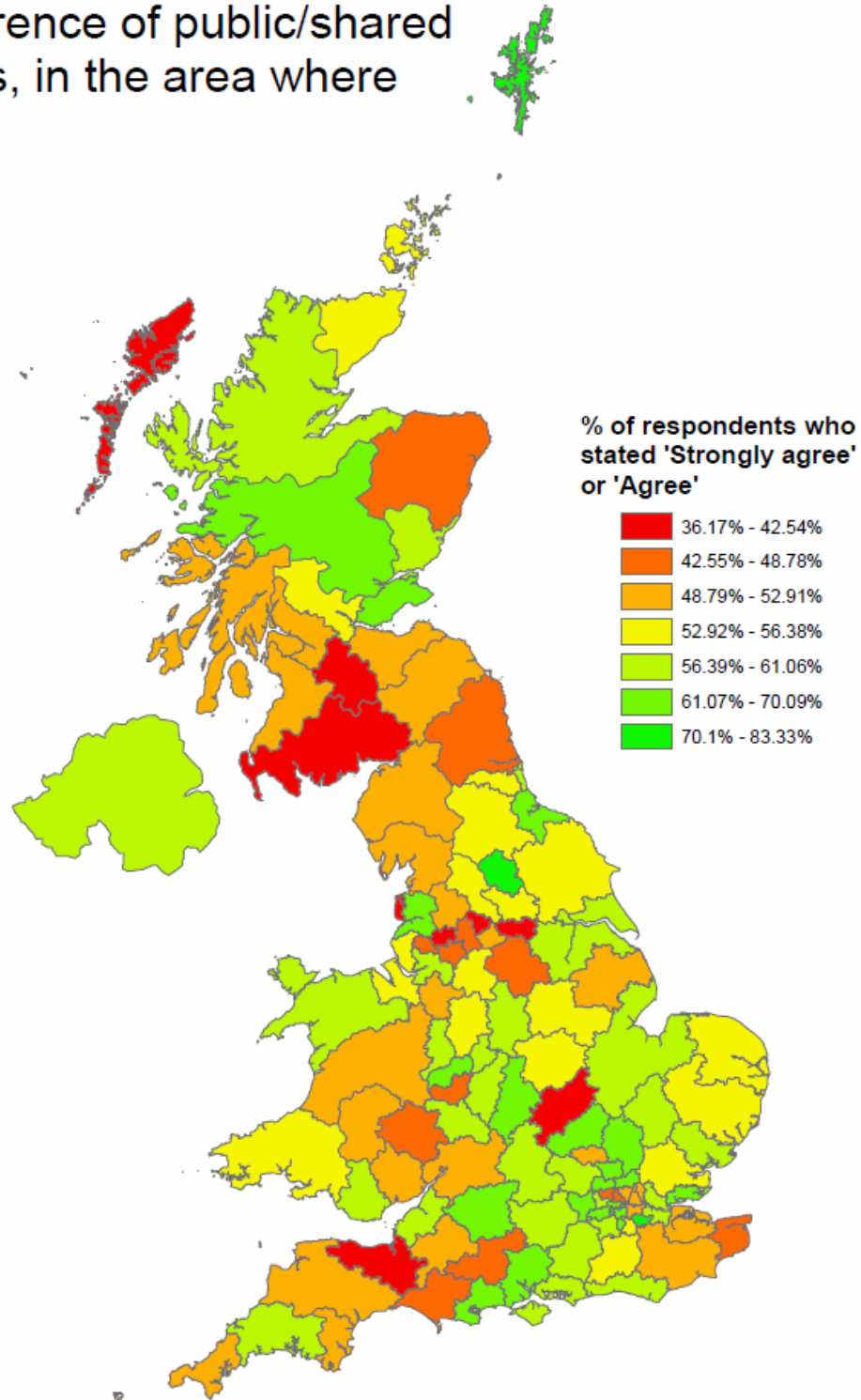


Chart 10: local authorities taking pride in public/shared spaces