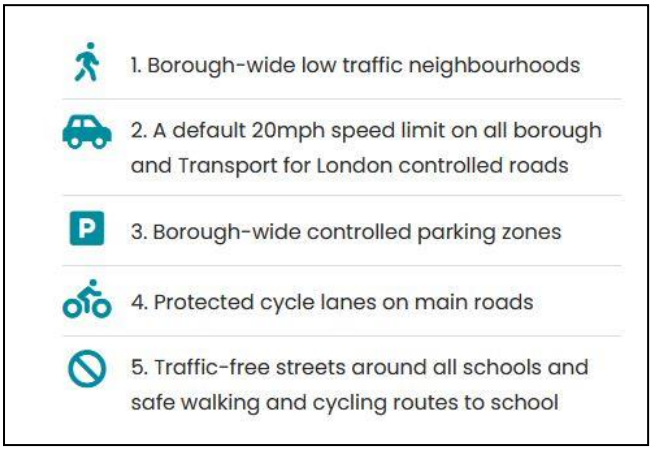
2021 London Borough Healthy Streets Scorecard results overview

This document was produced by the London Healthy Streets Scorecard Coalition June 2021.
Contact info@healthystreetsscorecard.london or via the form on the website healthystreetsscorecard.london

The Healthy Streets Scorecard coalition wants all London Boroughs to implement five key measures

These measures will dramatically improve air quality, reduce road danger, boost active lifestyles and reduce carbon emissions – often literally overnight:



Healthy Streets Scorecard indicators

Outcome indicator results
1. Sustainable Modeshare
2. Active Travel Rate
3. Road Collision Casualties
4. Car Ownership Rates

Input indicator results
5. Low Traffic Neighbourhoods
6. 20mph Speed Limits
7. Controlled Parking Zones
8. Physically Protected Cycle Track
9. School Provision

The **London Boroughs Healthy Streets Scorecard** shows to what extent London Boroughs are putting in place these five key measures – what we call 'input' indicators. It also sets out data to show the health of each borough's streets – what we call 'outcome' indicators. By combining the scores for the nine indicators we give each borough a final Healthy Streets score.

The third annual Scorecard results – July 2021

The 2021 Healthy Streets Scorecard shows huge divergence in action among London boroughs on measures to improve streets during Covid crisis

The year up to March 2021 was a year of huge change on London's streets, despite and because of the Covid crisis with many - but not all - boroughs urgently seeking to change streets to dramatically improve air quality, reduce road danger, boost active lifestyles, cut carbon emissions and enable social distancing.

But the latest Healthy Streets Scorecard results show that while some boroughs have implemented healthy streets measures at pace, others have failed to respond to London's health, air pollution and climate crises.

Hackney and Camden follow closely behind Islington as the top-scoring London boroughs in the 2021 results with Waltham Forest the top outer London borough.

This year we've published a new London Low Traffic Neighbourhoods by borough map showing all London's LTNs by borough. We've compared the area covered by LTNs with the area which would be suitable for an LTN. In Hackney, 55% of suitable streets have an LTN. At the other end of the scale, this figure is under 5% in Croydon, Barking & Dagenham and Bexley. Additionally, cycle tracks have been mapped by London Cycling Campaign volunteer @SafeCycleLDN and can now be seen on the Safe Cycling in London map.

The Healthy Streets Scorecard 2021 also shows that overall progress for London is too slow if the Mayor is to hit his targets on Londoners being more active, London being carbon neutral by 2030, and serious and fatal road casualties in the capital being reduced to zero by 2041.

More action is needed across London, urgently. The London Boroughs Healthy Streets Scorecard coalition hopes the Scorecard helps councils and residents compare how well their borough is doing in relation to others and identify areas for action.

Five scorecard 'input indicators'

Significant action -vs- little or no action

HIGH SCORE* (*excludes City)	*Achievable, affordable measures which boroughs can take, which will dramatically improve air quality and road safety, boost active lifestyles and reduce carbon emissions – often literally overnight:*	LOW SCORE* (*excludes City)	London average* *(includes City)
55%	% of suitable streets with **Low Traffic Neighbourhood**	4%	19%
100%	% of borough-managed roads with **20mph speed limit**	5%	52%
100%	% of borough-managed roads with **controlled parking**	8%	48%
12%	% of road length with **protected cycle track** (includes both borough-controlled and TfL-controlled TLRN/Red Route roads)	0%	4%
41%	% of schools with a '**School Street**' (restricted traffic at arrival and departure times)	0%	15%

Four scorecard 'outcome indicators'

HIGH SCORE* (*excludes City)	*Healthy Streets 'outcome' measures*	LOW SCORE* (*excludes City)	London average* *(includes City)
87%	**Sustainable modeshare:** % of journeys made by 'sustainable modes' public transport, walking & cycling	43%	66%
a. 49% b. 12%	**Active travel:** a. % of adults regularly **walking** b. % of adults regularly **cycling**	a. 28% b. 1%	38% 4.5%
a. 11 b. 3	**Road casualties:** **a.** Pedestrian (serious/fatal) per 100,000 daily walking stages **b.** Cyclist (serious/fatal) per 1,000 daily cycling stages	a. 29 b. 21	18 5
a. 34 b. 72%	**Car ownership:** a. Cars owned per 100 households b. % of households with no car	a. 122 b. 23%	75 45%

*See charts (published from 6.7.21).

Huge divergence in action among London boroughs on measures to improve streets

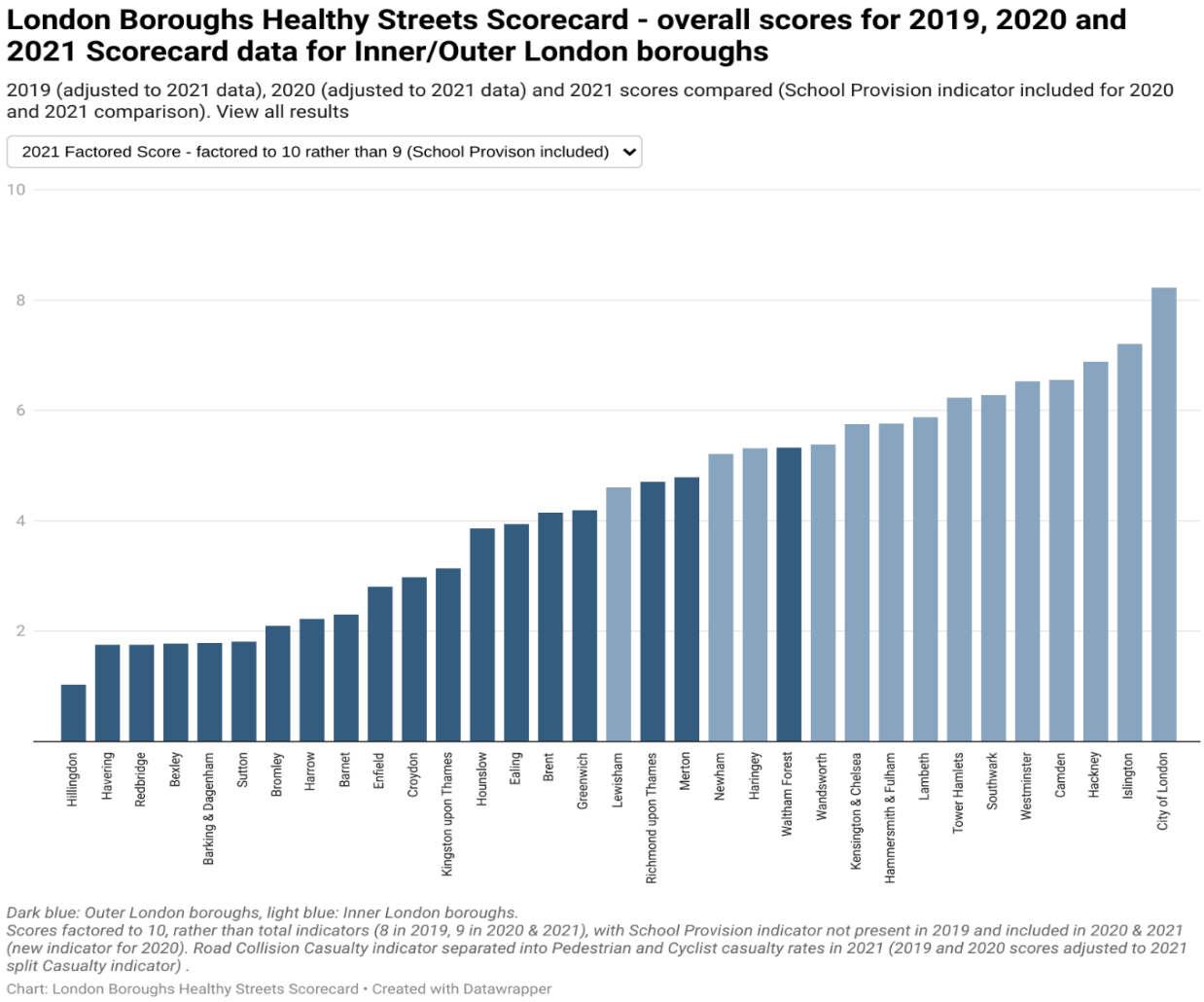
The results also highlight huge disparities on borough action and outcomes even comparing only inner (or outer) London boroughs to each other.

- In Inner London, Islington is the leader in actioning healthier streets followed closely by Hackney and Camden in the overall results for 2021. These boroughs have done well to introduce Low Traffic Neighbourhoods and traffic-free streets around schools. They still have much more to do, though. Lewisham once again scores lowest of the Inner London boroughs with Newham and Haringey not far ahead.*
- In Outer London, accolades go to Waltham Forest with Merton and Richmond not far behind. Hillingdon, Havering, Redbridge and Bexley are the bottom of the table again in 2021, with little sign of improvement.

*NOTE: The City of London scores well in many indicators but it is not primarily a residential borough and it was felt that comparisons with the other London Boroughs may be unhelpful. So, while the City's scores are set out in the data and graphs and reflected in the commentary for all Inner London, the commentary does not always reflect the results from the City for individual indicators.

Image below (from this graph) shows the final factored scores for 2021 (*you will need to click on the graph link to see 2020 and 2019 scores for comparison*), differentiating Inner and Outer London boroughs by colour. This helps show how boroughs are doing in relation to one another

Notes: For comparison the 2020 and 2021 factored scores include the School Provision indicator, but the 2019 factored scores do not. The Road Collision Casualty indicator uses a different approach from 2021 (prior to 2021, calculations combined pedestrian and cyclist KSIs, from 2021 these have been separated, and 2019 & 2020 scores retrospectively recalculated).



It should be stressed that each borough has strengths and weaknesses, that the journey to healthy streets is just beginning and that ALL boroughs need to do much more.

We hope the Scorecard helps boroughs to compare how well they are doing in relation to other boroughs and to identify areas for future action. We will need progress at a similar rate across all boroughs every year to ensure progress is not a brief blip with a return to business-as-usual after the pandemic.

Results overview: 'input' indicators

(See graphs below for results for both 'outcome' and 'input' indicators)

In terms of the key London-wide outcomes campaigners are tracking, the changes from 2020 to 2021 Scorecard data (reflecting changes during the year boroughs put in place emergency measures in response to the Covid-19 pandemic), show:

- Low Traffic Neighbourhoods

A huge effort from some councils. Hackney now has 55% coverage in areas suitable for an LTN. Waltham Forest, Newham, Islington and Southwark are also delivering significant action. Bottom are Croydon, Barking and Dagenham and Bexley, all under 5%.

- 20mph Speed Limits

Strong action from Merton, Richmond, Westminster and Kensington & Chelsea. 18 boroughs now have 70% or more borough-managed roads with 20mph speed limits. Bottom are Barnet and Bromley at 5%. Hillingdon, Bexley and Havering don't score much more.

- Controlled Parking Zones

Five boroughs (including the City) have 100% of streets with controlled parking. Nine boroughs are now over 80%. Inner London borough Lewisham is lower than many Outer London boroughs (21%) and too many boroughs are doing little or nothing. Bromley comes last with 8%.

- Physically Protected Cycle Track

Some boroughs are showing the way like Waltham Forest (12%) and Enfield (11%) in installing separated cycle track. Of the 33 London local authorities, business district the City tops the chart on this measure, with 21% of overall road length with protected tracks. But mainly very poor results all round. Kensington and Chelsea are bottom with less than 1%.

- School Streets

A fantastic effort from many councils. Outer London borough Merton tops the table with 41% of schools with traffic-free streets at arrival and departure times. Islington (40%) and Hackney (39%) are not far behind. Bexley and Sutton are bottom with 0%.

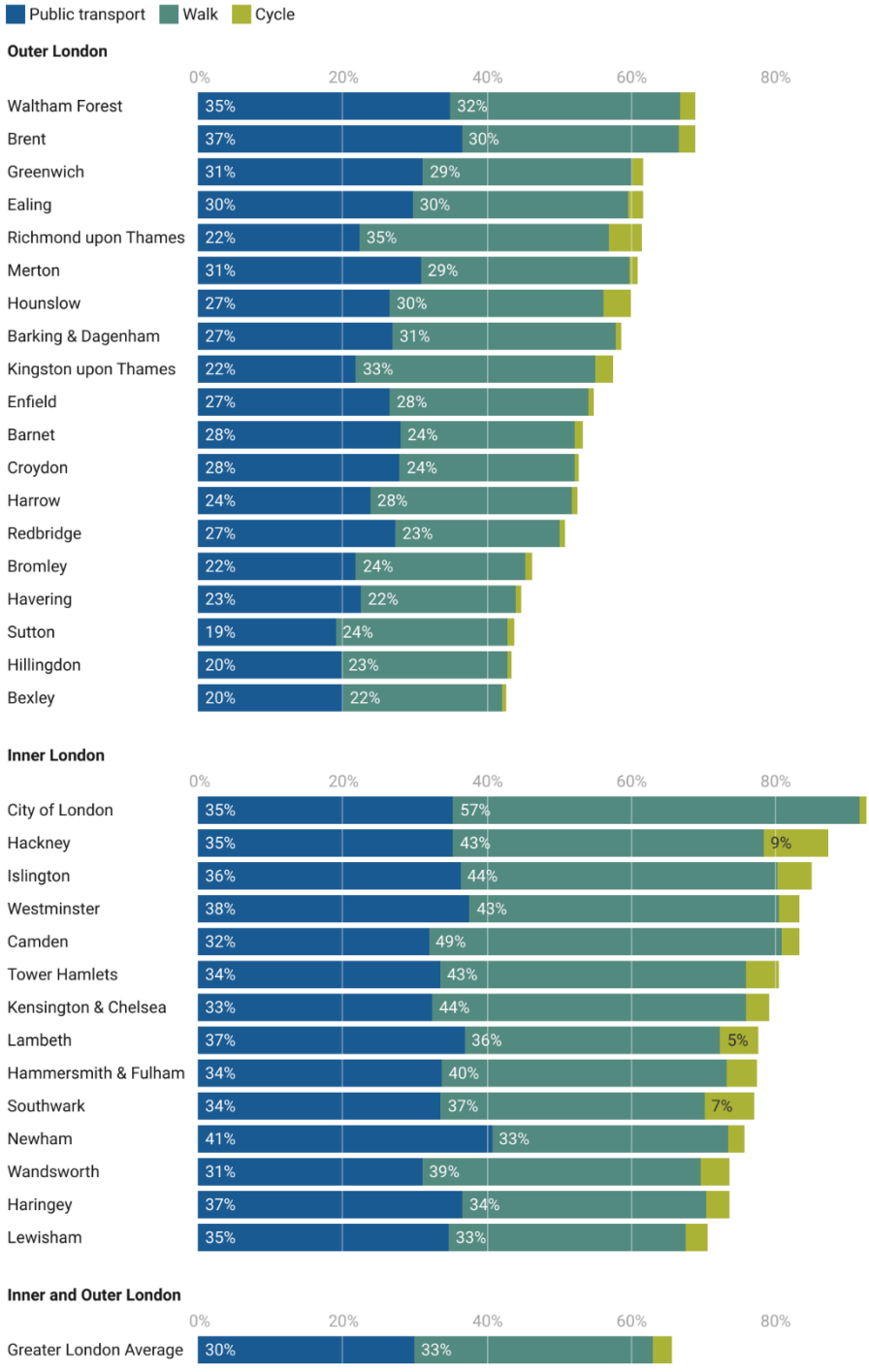
2021 Scorecard – graphs for each of the indicators

NOTE: some indicators are a composite of two metrics. These are: active travel, casualties, car ownership and school provision, so you will see two graphs for each of these indicators.

If you wish, you can also view results for all indicators in one chart factored to 1: Graph of indicators factored to 1.

Sustainable modeshare, 2021 Scorecard data, by London borough

Levels of travel by sustainable modes (public transport, walking, cycling) in % for London boroughs, 2021 Scorecard data. View all results

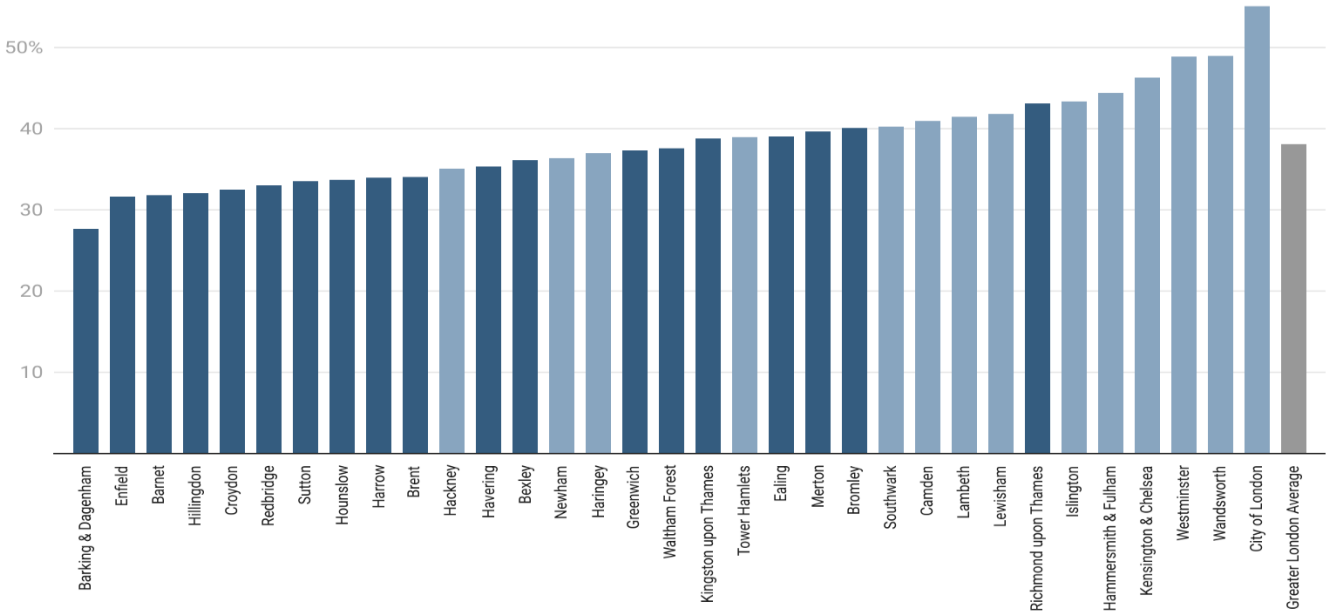


Trip-based mode share for active, efficient and sustainable modes, by borough of residence, LTDS 3 year average, 2017/18-2019/20. View Sustainable Modeshare results

Chart: London Boroughs Healthy Streets Scorecard • Source: TfL Travel in London Report 13, Chapter 2. Figure 2.21 • Created with Datawrapper

Adults walking 5 times per week: Inner/Outer London boroughs, 2021 Scorecard data

Proportion of adults that walk at least 5x per week in %, for London boroughs and London average, for 2021 Scorecard data (average of 2017/18 and 2018/19). View all results

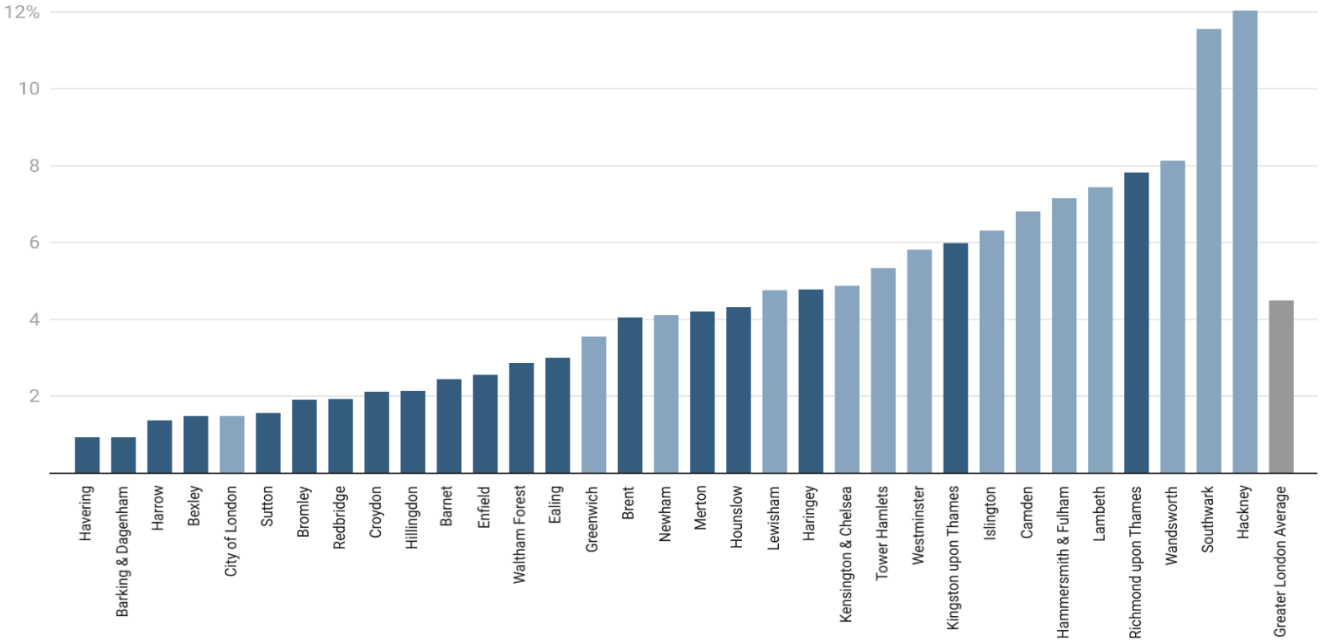


Dark blue: Outer London boroughs, Light blue: Inner London boroughs. Indicator used is a moving two-year average - this has changed from 2019 owing to significant fluctuations in results. The total sample size of the Active Lives Survey is around 180,000 across c300 Local Authorities (LAs) resulting in an approx. sample size of around 600 per LA. We have moved to a two year average to reduce the observed fluctuation. The survey notes that sample sizes for City of London are very small and caution is needed in interpreting these results. View Active Travel results

Chart: London Boroughs Healthy Streets Scorecard • Source: Active Lives Survey - Sport England [Walking and cycling statistics, England: 2019 and 2020. Table CW303 (walking)] • Created with Datawrapper

Adults cycling 5 times per week: Inner/Outer London boroughs, 2021 Scorecard data

Proportion of adults that cycle at least 5x per week in %, for London boroughs and London average, for 2021 Scorecard data (average of 2017/18 and 2018/19). View all results

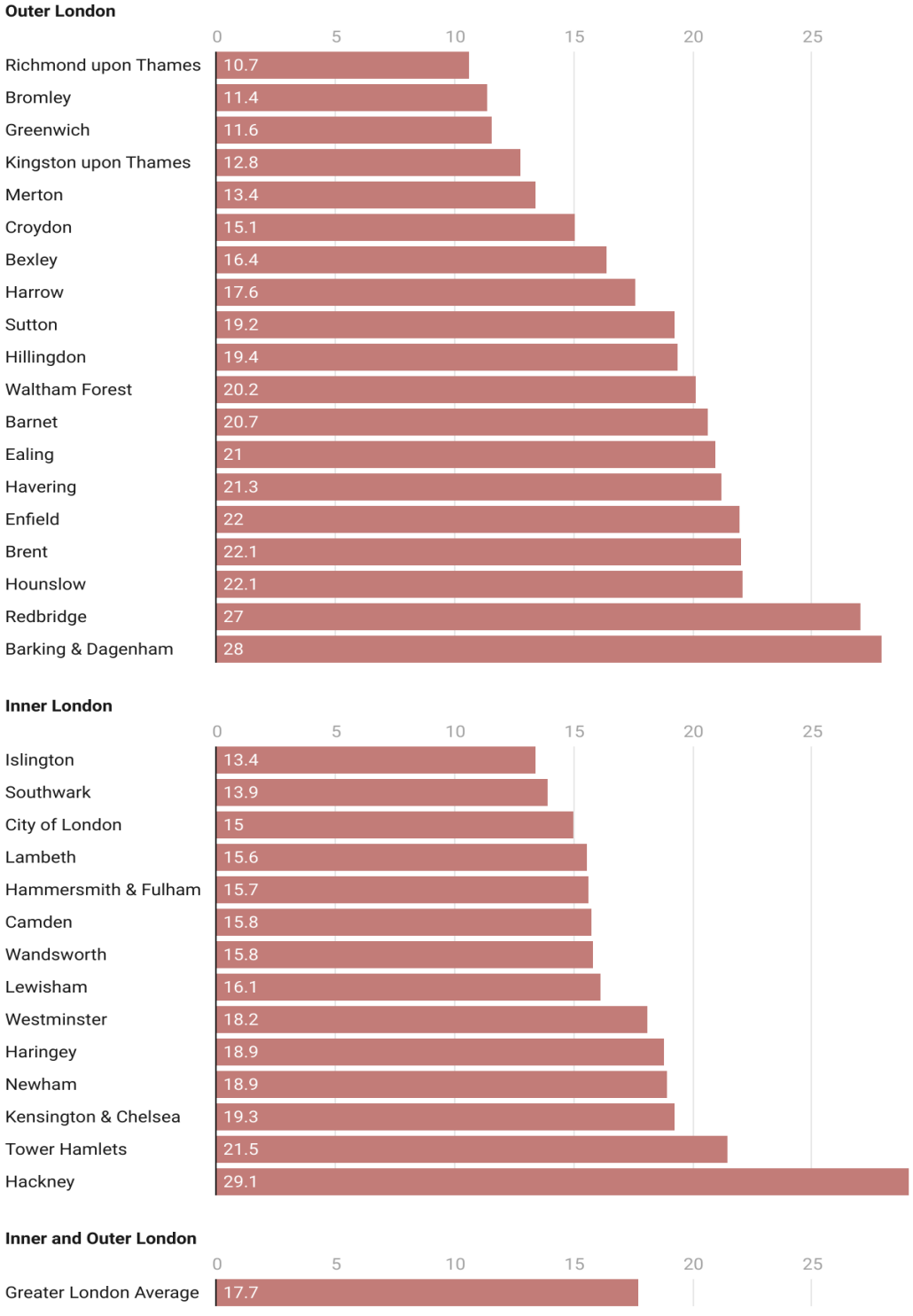


Dark blue: Outer London boroughs, Light blue: Inner London boroughs. Indicator used is a moving two-year average - this has changed from 2019 owing to significant fluctuations in results. The total sample size of the Active Lives Survey is around 180,000 across c300 Local Authorities (LAs) resulting in an approx. sample size of around 600 per LA. We have moved to a two year average to reduce the observed fluctuation. The survey notes that sample sizes for City of London are very small and caution is needed in interpreting these results. View Active Travel results

Chart: London Boroughs Healthy Streets Scorecard • Source: Active Lives Survey - Sport England [Walking and cycling statistics, England: 2019 and 2020. Table CW303 (walking)] • Created with Datawrapper

Road collision pedestrian casualties, 2021 Scorecard data, by London borough

Total number of average annual pedestrian serious and fatal casualties/100,000 daily walking stages for London boroughs and London average, for 2021 Scorecard data. View all results

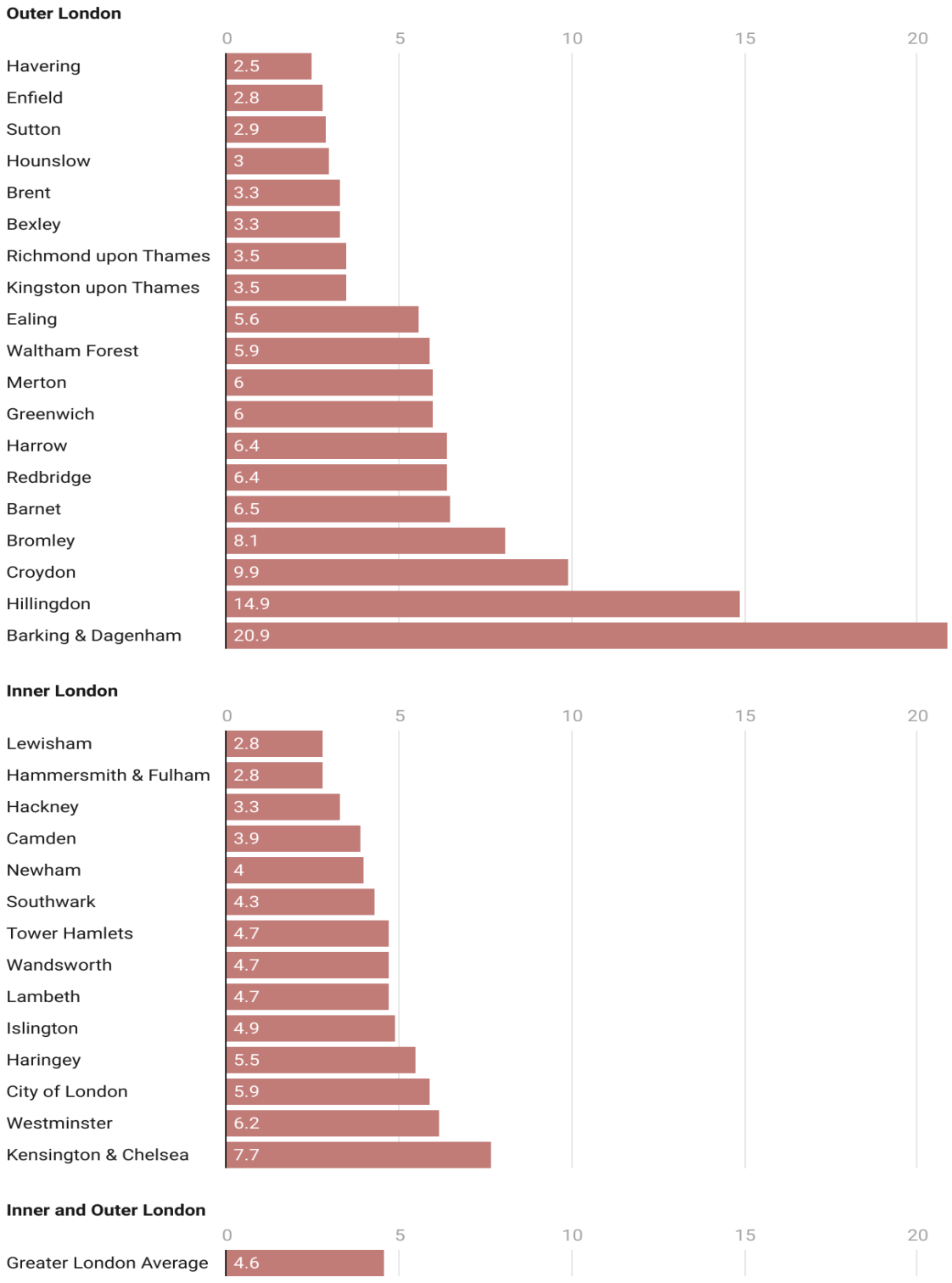


Annual average is the total number of pedestrians killed and seriously injured over three year period 2017-2019 divided by three.
Trip stages per borough source: TfL London Travel Demand Survey. View Road Casualties results

Chart: London Boroughs Healthy Streets Scorecard • Source: DfT RAS30043: Reported casualties by severity, region, local authority and road user type: England (KSI adjusted) • Created with Datawrapper

Road collision cyclist casualties, 2021 Scorecard data, by London borough

Total number of average annual cyclist serious and fatal casualties/1,000 daily cycling stages for London boroughs and London average, for 2021 Scorecard data. View all results

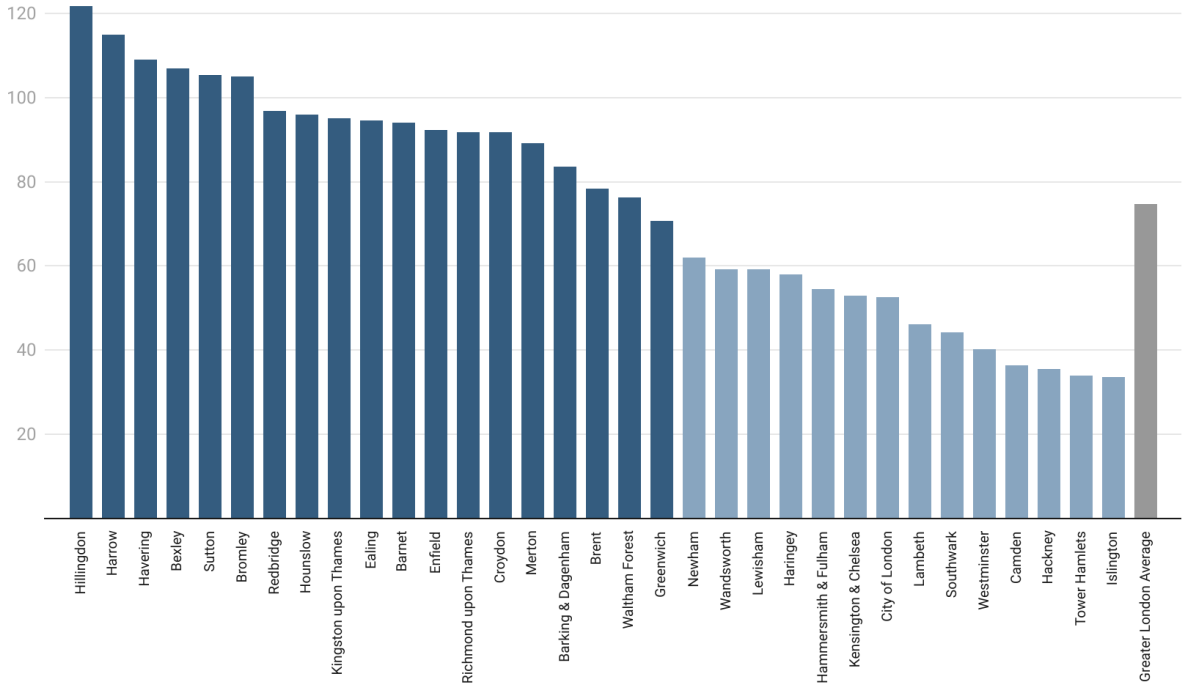


Annual average is the total number of cyclists killed and seriously injured over three year period 2017-2019 divided by three.
Trip stages per borough source: TfL London Travel Demand Survey. View Road Casualties results

Chart: London Boroughs Healthy Streets Scorecard • Source: DfT RAS30043: Reported casualties by severity, region, local authority and road user type: England (KSI adjusted) • Created with Datawrapper

Cars registered per 100 households: Inner/Outer London boroughs, 2021 Scorecard data

Numbers of cars registered per 100 households for each borough and London average for 2021 Scorecard data. View all results

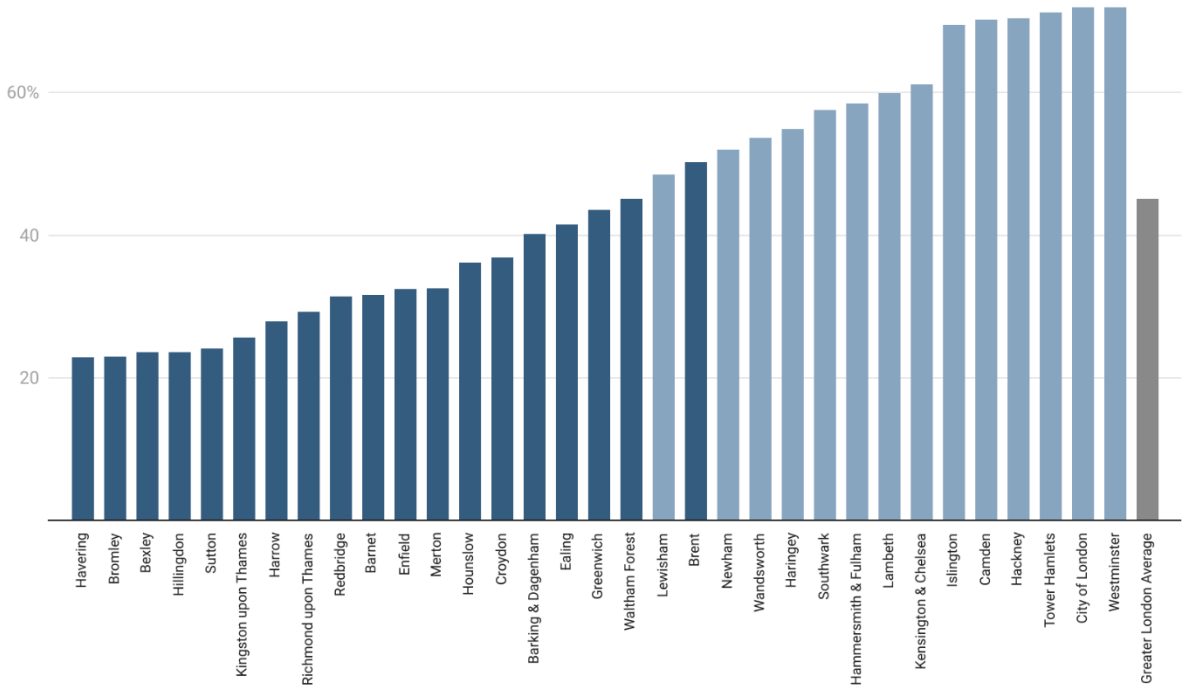


Dark blue: Outer London boroughs, Light blue: Inner London boroughs. Households data from Office for National Statistics. Household projections for England; Principal projection. Table 406: Household projections, mid-2001 to mid-2041. View Car Ownership results

Chart: London Boroughs Healthy Streets Scorecard • Source: Vehicle licensing statistics: 2020 report • Created with Datawrapper

Percentage of households with no car: Inner/Outer London boroughs, 2021 Scorecard data

Households with no car in % for each borough, for 2021 Scorecard data (average 2017/18, 2018/19, 2019/20). View all results

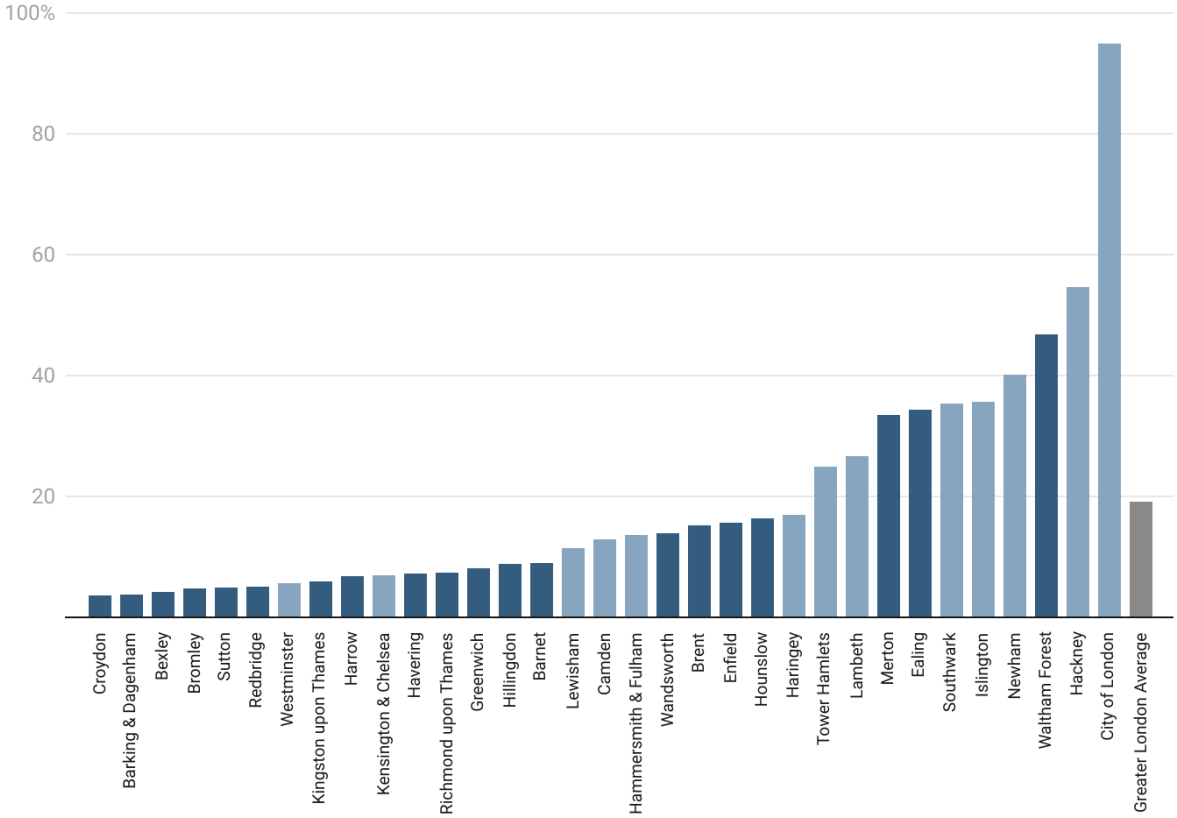


Dark blue: Outer London boroughs, Light blue: Inner London boroughs. Westminster includes City of London as there is no data for City of London after 2013/14. View Car Ownership results

Chart: London Boroughs Healthy Streets Scorecard • Source: TfL London Travel Demand Survey and data provided by TfL • Created with Datawrapper

Low Traffic Neighbourhoods (LTNs) as proportion of borough area, Inner/Outer London boroughs, 2021 Scorecard data

Area of LTNs as a proportion of total area appropriate for LTNs identified by TfL Strategic Neighbourhood Analysis, for each borough, 2021 Scorecard data. View all results

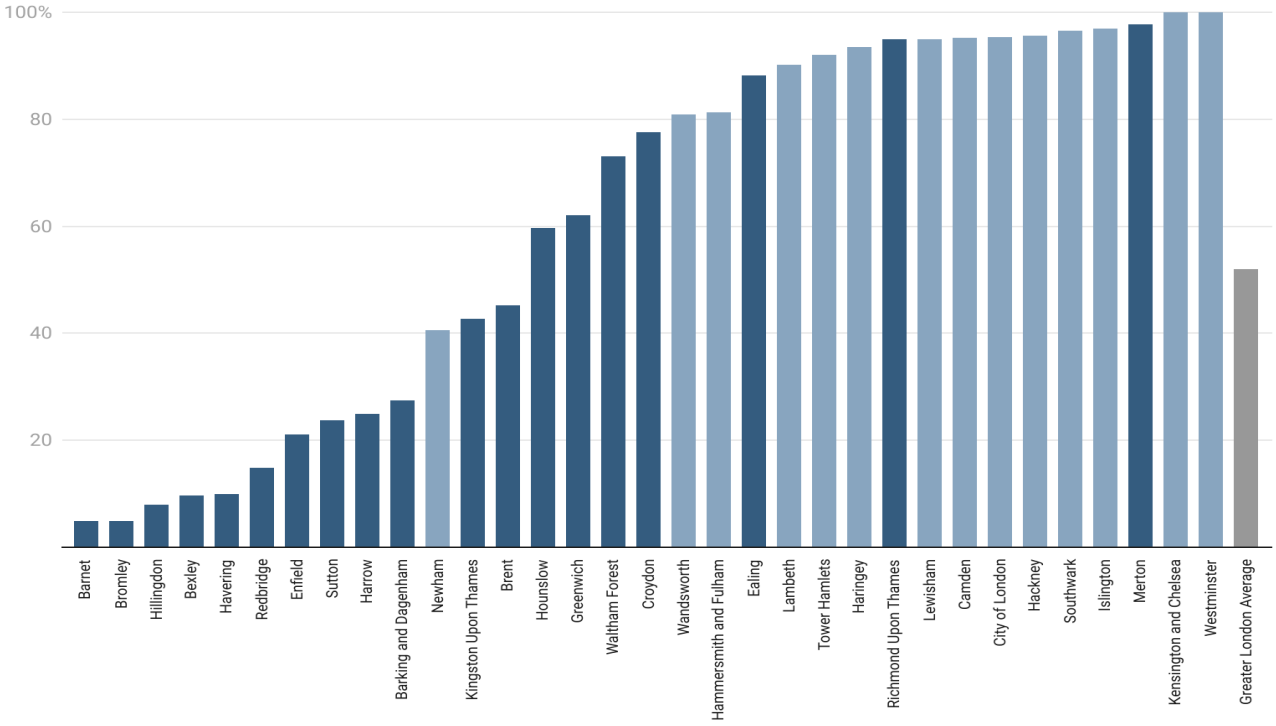


Dark blue: Outer London boroughs, Light blue: Inner London boroughs.
LTN mapping source: London Low Traffic Neighbourhoods by borough map reproduced from Safe Cycle London map May 2021, updated by contact with boroughs, supervised by LCC.
The 'area appropriate for LTNs' includes only residential areas. The residential area in City of London is very small and results in a disproportionately high score. View Low Traffic Neighbourhood results
Since the results were calculated Ealing has removed one of its LTNs, so Ealing's score is inflated.

Chart: London Boroughs Healthy Streets Scorecard • Source: TfL Strategic Neighbourhood Analysis (SNA) mapping produced by TfL • Created with Datawrapper

20mph speed limits: Inner/Outer London boroughs, 2021 Scorecard data

Proportion of borough-managed roads with 20mph speed limits in % for London boroughs and London average, for 2021 Scorecard data. View all results

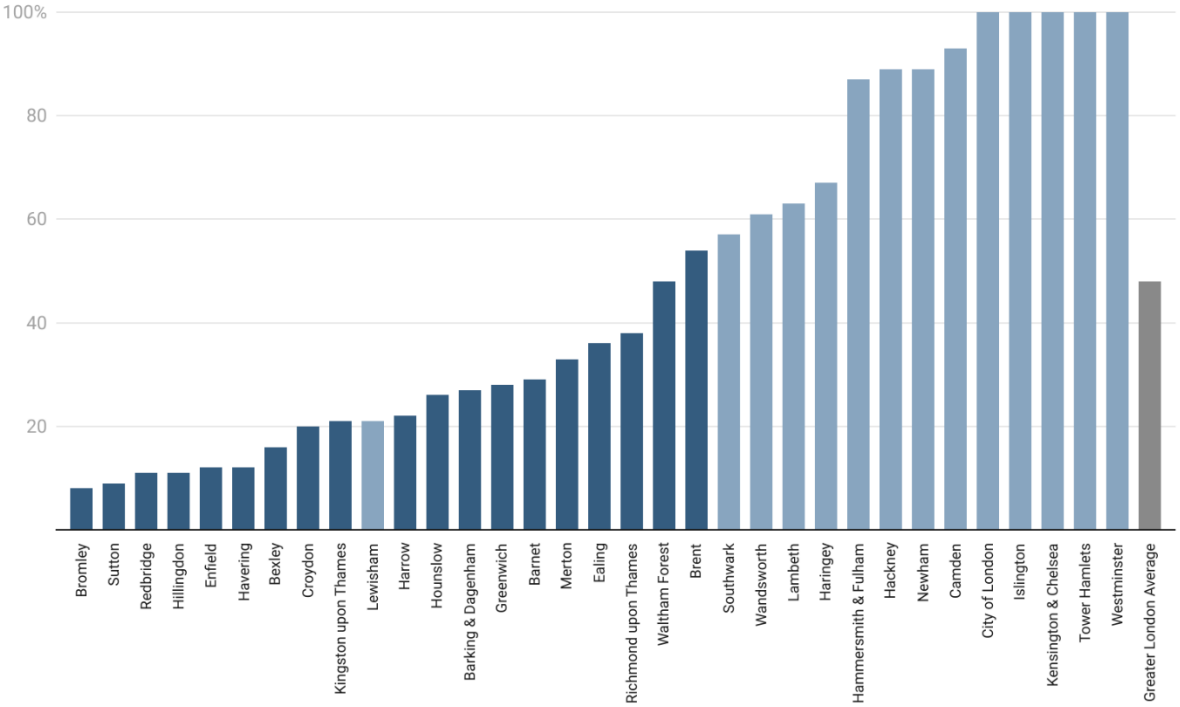


Dark blue: Outer London boroughs, Light blue: Inner London boroughs. View 20mph Speed Limits results

Chart: London Boroughs Healthy Streets Scorecard • Source: TfL Assessment to March 2021 of the proportion of borough-managed roads by length with 20mph limits • Created with Datawrapper

Controlled Parking Zone coverage: Inner/Outer London boroughs, 2021 Scorecard data

Proportion of borough-managed roads under some form of Controlled Parking Zone (CPZ) in % for London boroughs for 2021 Scorecard data. View all results

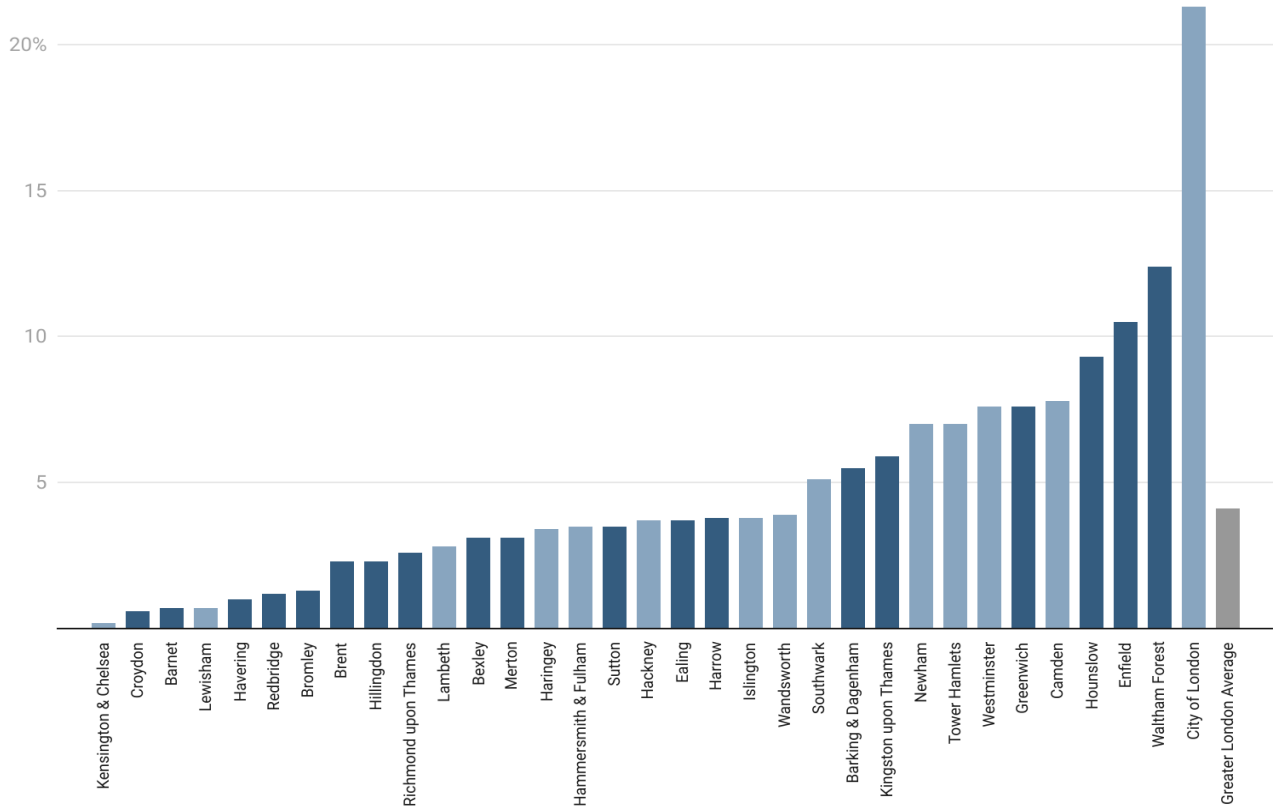


Dark blue: Outer London boroughs, Light blue: Inner London boroughs. View CPZ results

Chart: London Boroughs Healthy Streets Scorecard • Source: AppyWay • Created with Datawrapper

Protected cycle track: Inner/Outer London boroughs, 2021 Scorecard data

Absolute length of protected cycle track as % of total borough road length for each borough and London average, 2021 Scorecard data. View all results

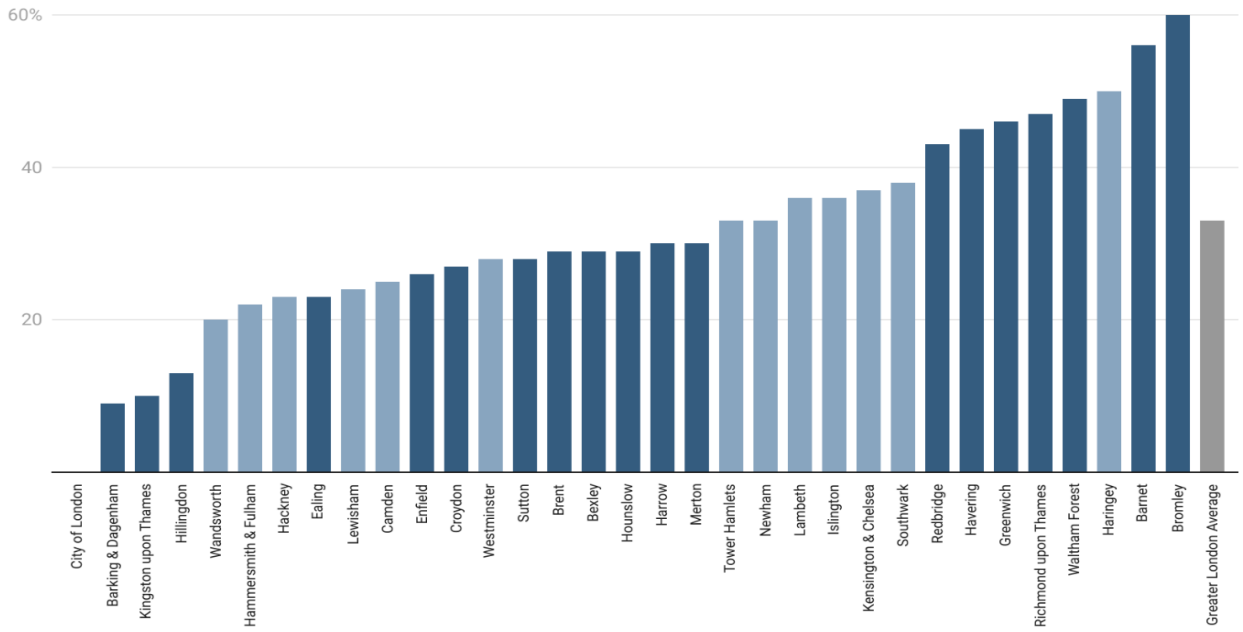


Dark blue: Outer London boroughs, Light blue: Inner London boroughs.
Protected cycle track source: Safe Cycle London map May 2021, updated by contact with boroughs, supervised by LCC. View Protected Cycle Track results

Chart: London Boroughs Healthy Streets Scorecard • Source: Road length statistics, HSS 2020: (2019 DfT data) RDL0102a_(2019) • Created with Datawrapper

TfL STARS scheme recognising sustainable travel to school: Inner/Outer London boroughs, 2021 Scorecard data

Number of STARS points awarded in the borough as a % of the possible maximum for that borough, and London average, 2021 Scorecard data. View all results

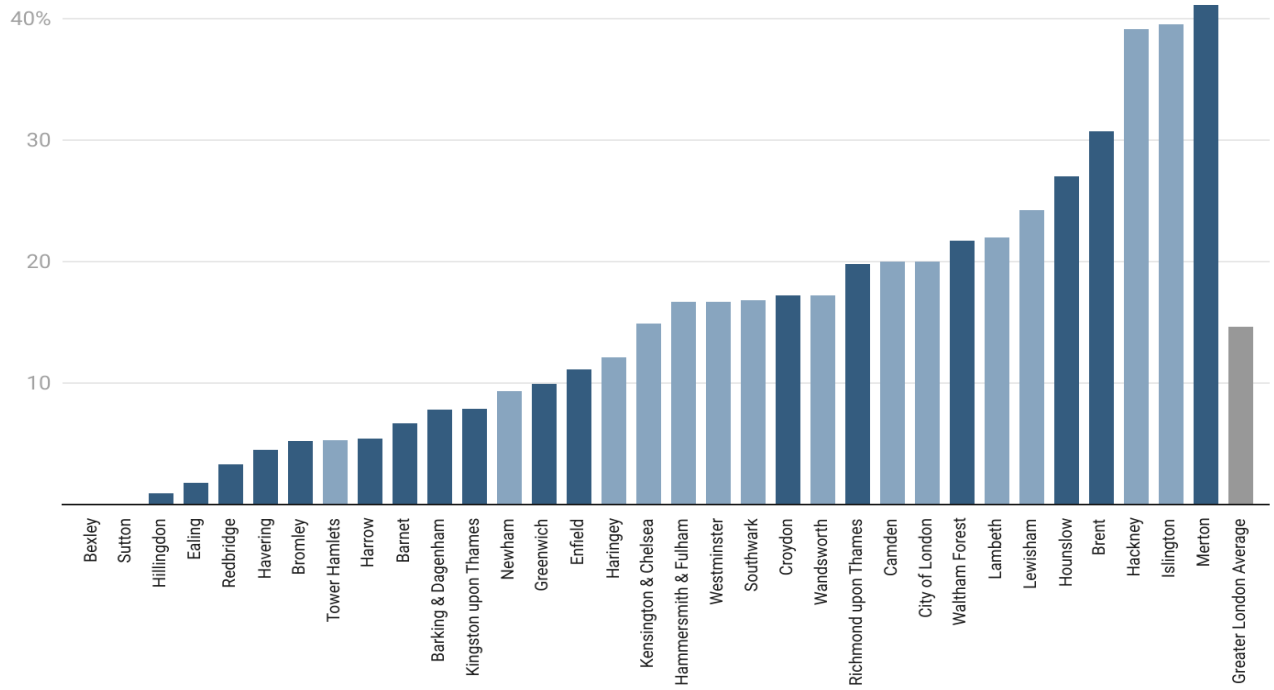


Dark blue: Outer London boroughs, Light blue: Inner London boroughs.
Maximum possible STARS points is calculated as: Number of Schools x 4 (4 STARS is highest possible rating). No data available for City of London.
NB this data has NOT been updated or changed for the 2021 HSS report by TfL so remains the same as 2020. View School Provision results

Chart: London Boroughs Healthy Streets London • Source: 2020 data provided by TfL, for 2018-19 • Created with Datawrapper

Traffic-free School Streets: Inner/Outer London boroughs, 2021 Scorecard data

Proportion of all borough schools with a traffic-free School Streets scheme operating on the street/s outside the school in % for London boroughs and London average, 2021 Scorecard data. View all results



Dark blue: Outer London boroughs, Light blue: Inner London boroughs. View School Provision results

Chart: London Boroughs Healthy Streets Scorecard • Source: Healthy Streets Scorecard and Mums for Lungs data collection, updated by contact with boroughs. • Created with Datawrapper