2022 London Boroughs Healthy Streets Scorecard indicator results summaries

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Car Ownership Rates

One of the big stories of the 2022 Healthy Streets Scorecard is the big drop in car ownership across London, particularly among boroughs which have done well in this year's Scorecard.

This is shown by the latest Driver and Vehicle Licensing Agency (DVLA) data on the number of cars registered (data point December 2021), from which we can also calculate 'cars per household'. (We have not been able to update the '% of households with no car' this year as data was not available.)

London wide. The total number of cars registered in London has dropped each year we have published the Scorecard but this year's drop is significantly bigger (1.47%) than previous years (2020 data showed a drop of 0.01%, and 2021; 0.49%). There are now 38,923 fewer cars in London. This is good news - though as of December 2021 there were still 2,609,165 cars registered in London taking up 30 million square metres - a space the size of more than 4,200 full-size football pitches.

Borough results are quite varied and are also very interesting. The biggest drop in number of cars in the past year was in Newham with 4% (or 2,860) fewer cars, followed by Southwark with a 3.7% drop (2,145) Camden 3.2% (1,331) and interestingly Waltham Forest - which is the Scorecard's leading Outer Borough - with a 2.9% decrease (or 2,260 fewer cars).

Bigger than averages falls in car ownership were seen in boroughs which do well in the Healthy Streets Scorecard. It seems likely that the introduction of ULEZ, the squeeze on household budgets and the price of petrol are all having an impact - but there are also signs that local policies to encourage a switch to walking, cycling and public transport are working.

- The top three Scorecard boroughs (Islington, Hackney and Camden) have all seen larger than average % decreases in cars registered in the borough, as has the highest scoring South London borough, Southwark, and the highest scoring Outer London borough Waltham Forest.
- Waltham Forest's results are particularly interesting: this borough has done more than any other Outer borough, and indeed more than many Inner boroughs, to enable people to use alternative travel methods, in particular it has introduced widespread LTNs which encourage both walking and cycling, and even enable buses to travel more freely by reducing overall traffic and clearing congestion from back-street 'rat runs'.
- The large % drop in Newham is also interesting as it has been a leader on introducing LTNs.
- The borough which sits at the bottom of the Scorecard, Hillingdon, was the only borough* to see an increase in *car registrations* as well an increase in *cars registered per household*.
- As we might expect, this pattern is not entirely consistent: for example, two boroughs which do not score well on the Scorecard (Lewisham and Kensington & Chelsea) have seen relatively large % drops in the number of cars registered and we cannot know for sure what factors are specifically at play in each borough.

Looking at cars per household gives a slightly different perspective for some boroughs e.g. Tower Hamlets which was one of only 3 boroughs where the total number of cars actually increased (by 0.5%) though the number of cars *per household* decreased (by 0.5%). (Bear in mind the starting point for boroughs varies a lot and in this case, i.e. Tower Hamlets, car ownership is actually already extremely low relative to other boroughs.)

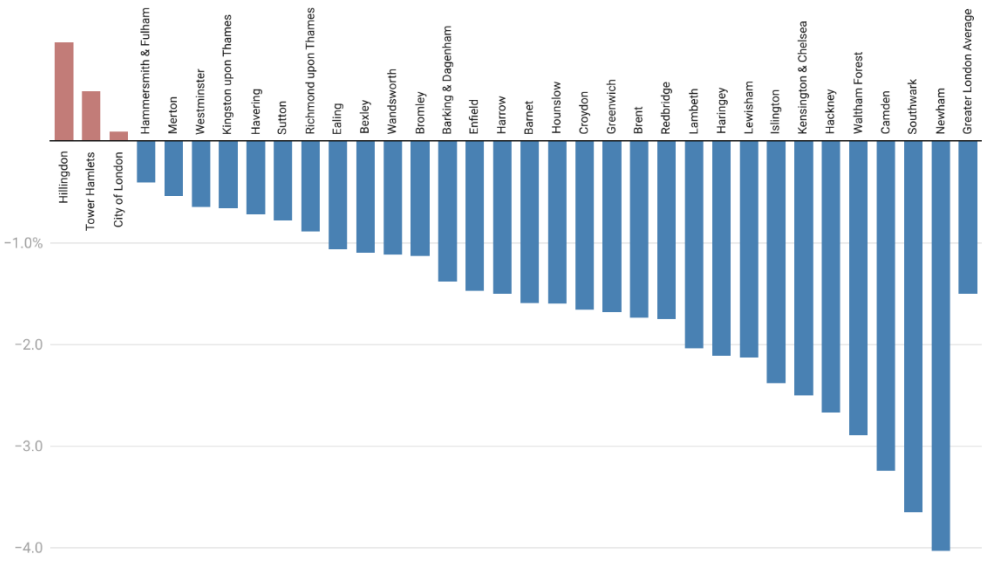
*Excluding City of London

All cars registered

Cars registered actual change 2021 – 2022: https://www.datawrapper.de/_/8XFjb/
Cars registered % change 2021 – 2022: https://www.datawrapper.de/_/pUcHC/

Cars registered: percentage increase/decrease over 2021 Scorecard data, by London borough

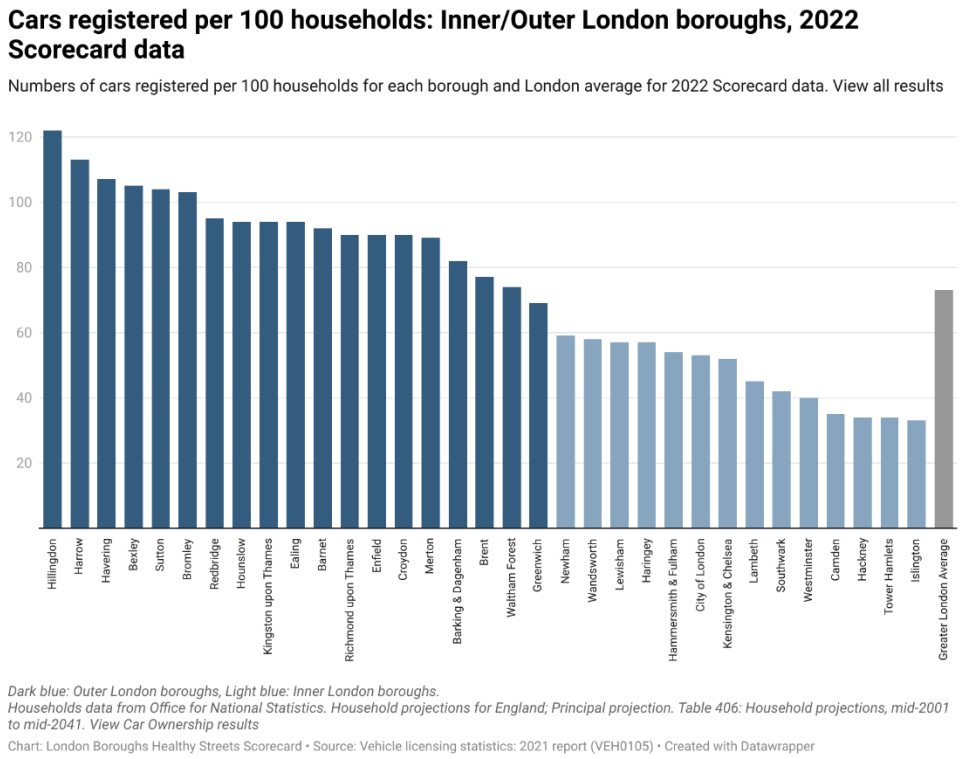
Percentage increase/decrease in numbers of cars registered in each London borough between December 2020 and December 2021 (quarterly data from DVLA). View all results



View Car Ownership results
Chart: London Boroughs Healthy Streets Scorecard • Source: Vehicle licensing statistics: 2021 report (VEH0105) • Created with Datawrapper

Cars per household

Cars registered/100 households 2022: https://www.datawrapper.de/_/tuj48/
Cars registered/100 households change 2021 – 2022: https://www.datawrapper.de/_/K1iKs/
Cars registered/100 households 2019 2020 2021 2022: https://www.datawrapper.de/_/rPi7s/



Proportion of households with no car

The proportion of households with no car by borough data is not available from TfL for 2022 (as the sample size does not support borough level analysis due to changes made to data collection as a result of Covid). We use 2021 data for 'Households with no car' part of the indicator.

Percentage of households with no car 2022 (2021 data): https://www.datawrapper.de/_/uXRcT/

Polluting cars

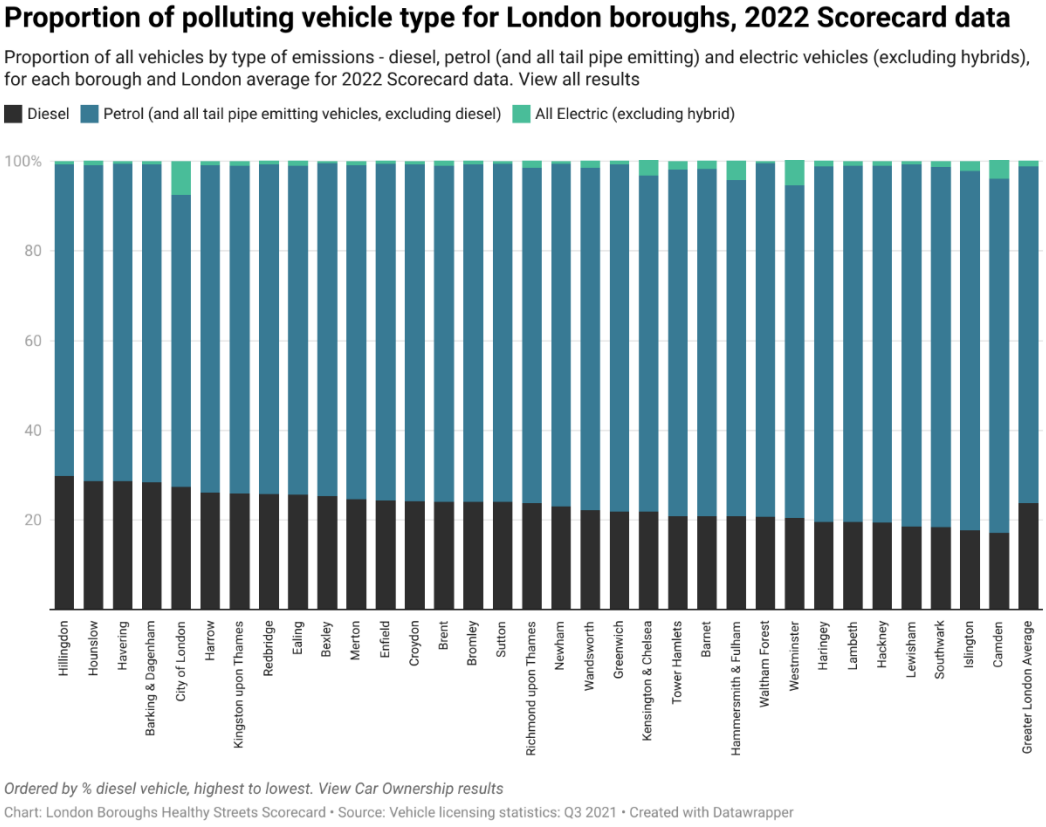
Poor air quality in London has led to health inequities across the capital and it was estimated to have contributed to the deaths of more than 4,000 Londoners in 2019. Many parts of the capital still exceed legal limits from 12 years ago and none of the boroughs are close to achieving healthier World Health Organization guidelines. Road transport, and especially cars, are a major contributor to the problem. Recent analysis by the Clean Cities Campaign has shown that the share of harmful emissions from diesel and petrol cars has risen in every London borough. Whilst there needs to be a significant overall reduction in car use, there is also a pressing need for local authorities to recognise the role they play in discouraging polluting diesel and petrol cars, as well as supporting residents to use cleaner, battery electric cars. There are encouraging signs that some boroughs are on the pathway to driving out diesel cars for good, such as in Islington, where just 69 new diesel cars were estimated to have been purchased in 2021.

For the first time, the Healthy Streets Scorecard has included data to examine how boroughs are doing in the race to switch away from polluting cars. Car registration data obtained from the DfT has been weighted in accordance to how different fuel types contribute to London's poor air quality. A factor of 3 for diesel cars, 2 for petrol (and all tail pipe emitting) cars, and 0.5 for electric cars (excluding hybrids) shown on a 0 (lowest) to 10 (highest) point scale.

This analysis does not consider the total volume of cars in each borough but instead examines the proportion of cars by fuel type. It therefore doesn't matter whether one borough is more car dependent than another because every borough should be taking action to incentivise 'cleaner' cars. Despite this, data shows that it is Outer London boroughs that need to be taking firmer action to discourage residents from owning polluting diesel and petrol cars. The Mayor of London's proposal to expand the Ultra Low Emission Zone to Outer London will help to form a basis for action, if taken forward, but the boroughs can not rely on this scheme entirely as it does not affect any petrol cars built from 2006 or diesel cars built from 2015.

There is also a clear difference within the Inner London boroughs between the likes of Camden (17% diesel cars), where a diesel surcharge was introduced on residential parking permits and in Wandsworth (22% diesel cars), where there are no emissions-based parking tariffs. Wandsworth will be one to watch given the newly elected administration have an uphill task if they are to address one of the most polluted streets in the UK - Putney High Street - and to fulfil a manifesto to "tackle the climate emergency by putting the environment at the heart of everything we do".

Percentage of polluting cars 2022: https://www.datawrapper.de/_/PojDg/
Proportion of polluting cars weighted by emission type 2022: https://www.datawrapper.de/_/EiaZF/



Low Traffic Neighbourhoods

This has been a slower year for the roll-out of LTNs in London's boroughs compared to the previous year, with a focus on embedding those implemented the previous year. Since the last Scorecard, Hackney has introduced a bus gate on Stoke Newington High Street, and Islington has introduced the St Mary's Church LTN, both under experimental traffic orders. Beyond those, new LTNs have been few and far between, and there have been reversals in some boroughs, such as Brent.

Hackney now has 70% of its residential side streets as LTNs, followed by Waltham Forest with 49%. 19 London boroughs have taken very little action on through-traffic over the years, and still have under 20% of their appropriate areas as LTN.

The last two years have seen a huge increase in LTN coverage in some boroughs: Hackney (+39%), Islington (+31%), Southwark (+23%) and Lambeth (+19%).

Some boroughs and local campaign groups have provided more information on areas of historic LTNs in the borough, meaning that some boroughs' LTN scores have improved due to an improvement in the data. We include the more-recently 'retrofitted' LTNs, as well as LTNs which have 'naturally' no useful through-routes for motor vehicles, and 'designed' LTNs, where new housing was built deliberately without through-routes for motor vehicles. We have therefore compared pre-Covid (2020) and present-day data in our comparison chart.

In the coming year, those boroughs which have made progress in rolling out LTNs need to continue that progress. But we also need to see those boroughs which have taken very little action on LTNs, as well as those that implemented and then removed them, focus on creating healthier streets through LTNs. LTNs implemented with temporary materials need to be upgraded and finalised, in collaboration with residents. Main roads across London need to be improved, and LTNs need to be linked to each other with quality crossings and junctions.

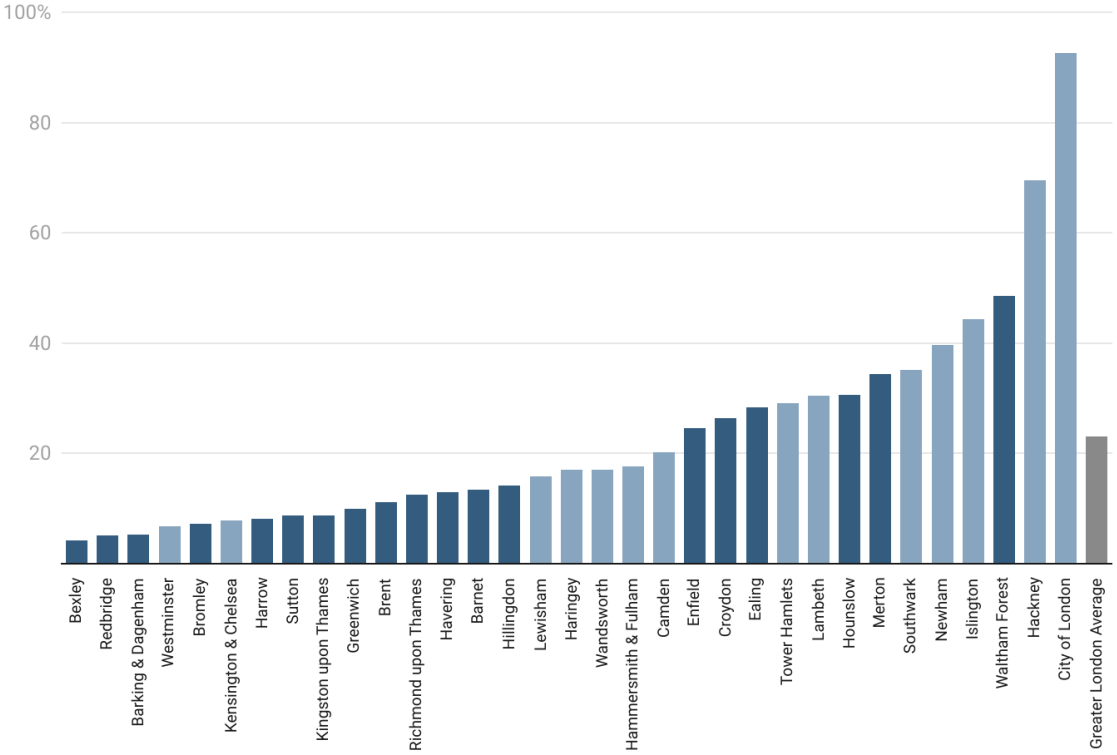
This map shows the LTNs as of today, based on the best information available.

Note: The City of London's result is skewed by its small size and the fact that much of it is 'not suitable for an LTN' according to the methodology, because it focussed on residential areas. Its score reduces by half if all the City were considered suitable.

LTNs 2022: https://www.datawrapper.de/_/y1kgi/
LTNs 2020 2022: https://www.datawrapper.de/_/Z54q2/

Low Traffic Neighbourhoods (LTNs) as proportion of borough area, Inner/Outer London boroughs, 2022 Scorecard data

Area of LTNs as a proportion of total area appropriate for LTNs identified by TfL Strategic Neighbourhood Analysis, for each borough, 2022 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 created by the Healthy Streets Scorecard coalition based on data provided by SafeCycleLDN (supported by the London Cycling Campaign), local volunteers, and information provided by local authorities.
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

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

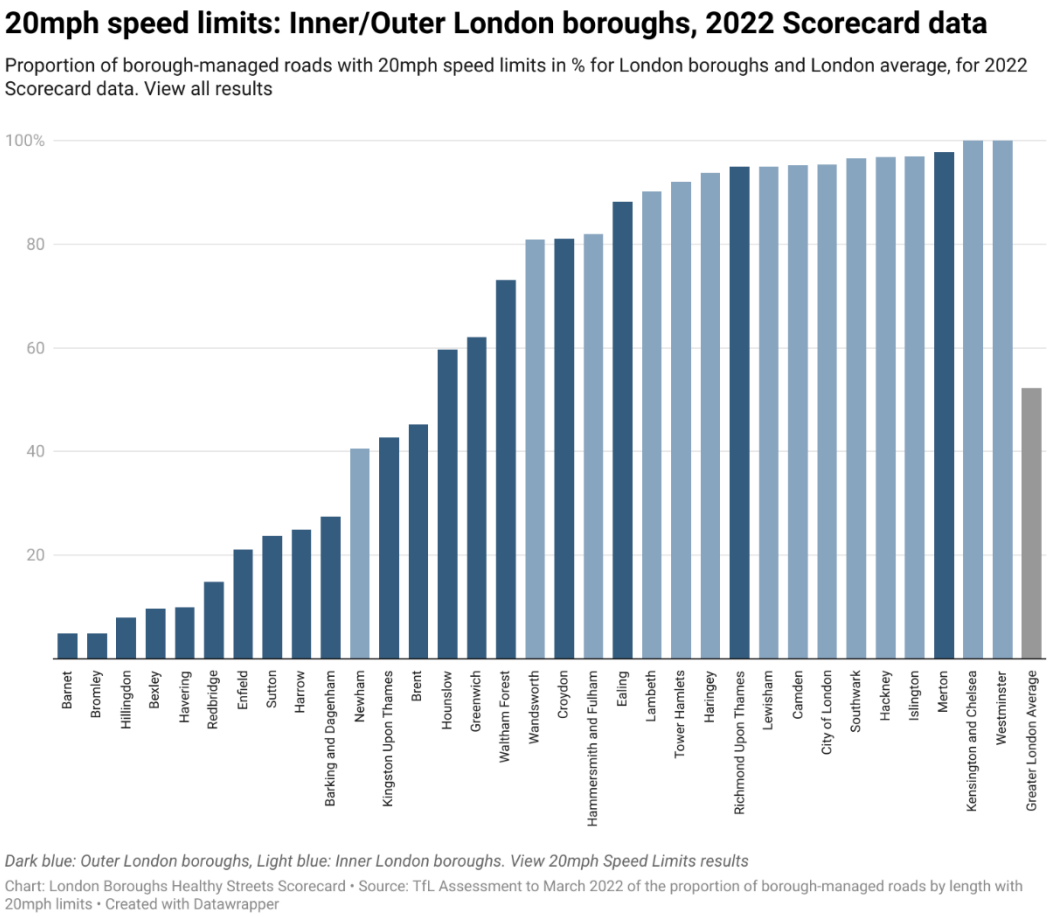
20mph Speed Limits

After the large-scale changes of 2021 when four boroughs moved to a default 20mph speed limit, progress has slowed down for the 2022 Scorecard. London boroughs break down into three principal blocks in relation to 20mph. Nineteen out of the 33 boroughs (including City of London) have adopted a default 20mph speed limits where more than 70% of all borough-controlled roads have a default 20mph limit.

These range from boroughs where all of the borough-controlled roads are 20mph (e.g. Westminster and Camden) to Croydon and Waltham Forest where some main roads are excluded. Another group of boroughs have 20mph limits on between 20% and 70% of their roads. Typically, these boroughs' 20mph streets are residential roads where 20mph zones have been created mainly using traffic calming. Finally, there are six boroughs - Redbridge, Havering, Bexley, Hillingdon, Bromley and Barnet - where as few as 5% of the roads have 20mph limits (Bromley and Barnet) and where often just a handful of 20mph zones (with calming) have been introduced over the years. TfL is extremely supportive of lower speed limits and it would be relatively easy for any of these boroughs with lower levels of 20mph limits to both make their boroughs safer and at the same time improve their HSS score by moving to a default 20mph speed limit. There has been lots of progress on 20mph limits by TfL itself. The importance and many benefits of lower speeds limits was again highlighted in the recent TfL Vision Zero Action Plan Progress Report (November 2021) and TfL has a target that by 2024, 220km of TfL roads will have a 20mph speed limit. In recent

months it has made almost all the TfL-controlled roads in Westminster 20mph and, subject to funding, has plans to roll out rapidly 20mph limits across Inner and Outer London boroughs.

20mph 2022: https://www.datawrapper.de/_/n4tx5/
20mph 2019 2020 2021 2022: https://www.datawrapper.de/_/Mp4yF/



Physically Protected Cycle Track

A very fallow year for cycle track delivery after the incredibly rapid changes in 2020, although it is worth being aware that in quite a few cases, schemes already entered into the Scorecard were significantly upgraded in the shift from wand-protected tracks to more permanent and higher-quality approaches.

Front-running boroughs continued to deliver schemes - Camden, Hounslow, Lambeth, and Waltham Forest all managed to extend existing tracks or add new ones (and the City got a helping hand from TfL with its Mansell Street C2 to C3 link project). But the surprise numbers are for Barking & Dagenham, Kingston and Wandsworth.

In Barking & Dagenham, there wasn't new track - but we had failed to fully add Cycleway C3 out as far as it actually runs. The quality of the scheme is low, but we have now added this oversight. In Kingston, the borough is still delivering its mini-Holland planned schemes, albeit at a slower pace than Waltham Forest. And in Wandsworth, the previous administration can take little credit for over 3km of extra track delivered, as many of the councillors in control of the borough openly campaigned for the removal of protection from TfL's upgrade of Cycleway C8.

If climate commitments are anything to go by, boroughs will need to move forward with the kind of speed seen during the first year of the pandemic once more if they want to move towards a coherent cycling

network across the borough. The Safe Cycling London map, which we use to base delivery tracking off, shows that nearly all of London remains too fragmented on safe cycling routes.

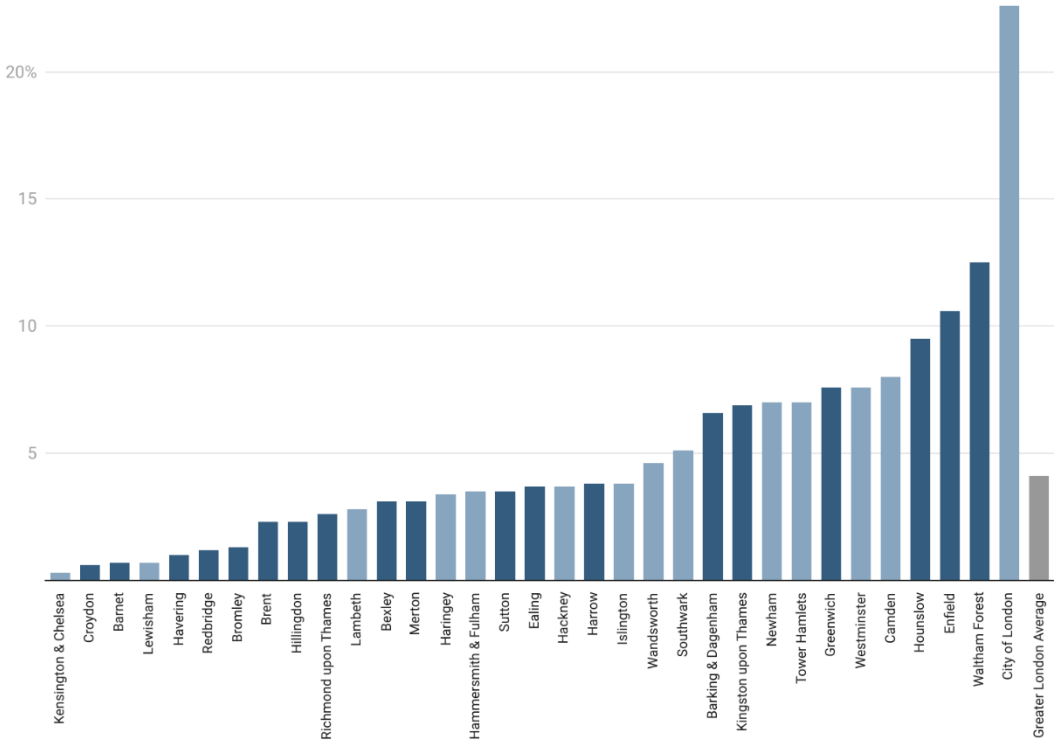
Data: total of 9.676km of new cycle track delivered in 2022.

Note: The indicator is calculated as kilometres of protected cycle lane as a percentage of overall borough road length. Cycle tracks can be delivered both on borough-controlled roads and TfL-controlled "TLRN"/ Red Route roads. The percentages reflect the overall scale of cycle tracks each borough is delivering compared to how much roadspace there is in the borough (it doesn't reflect a "true" percentage of road use and should not be quoted as such).

Protected cycle track 2022: https://www.datawrapper.de/_/MtR0C/
Protected cycle track 2021 2022: https://www.datawrapper.de/_/399lv/

Protected cycle track: Inner/Outer London boroughs, 2022 Scorecard data

Absolute length of protected cycle track as % of total borough road length for each borough and London average, 2022 Scorecard data. View all results



Dark blue: Outer London boroughs, Light blue: Inner London boroughs.
Protected cycle track source: Safe Cycle London map May 2022, updated by contact with boroughs, supervised by LCC. View Protected Cycle Track results

Chart: London Boroughs Healthy Streets Scorecard • Source: Road length statistics, HSS 2022: (2021 DfT data) RDL0202 • Created with Datawrapper

School Provision

This indicator measures the amount of action in each borough on the Transport for London STARS programme and on the implementation of School Streets. These two measures are combined to create a score for the borough.

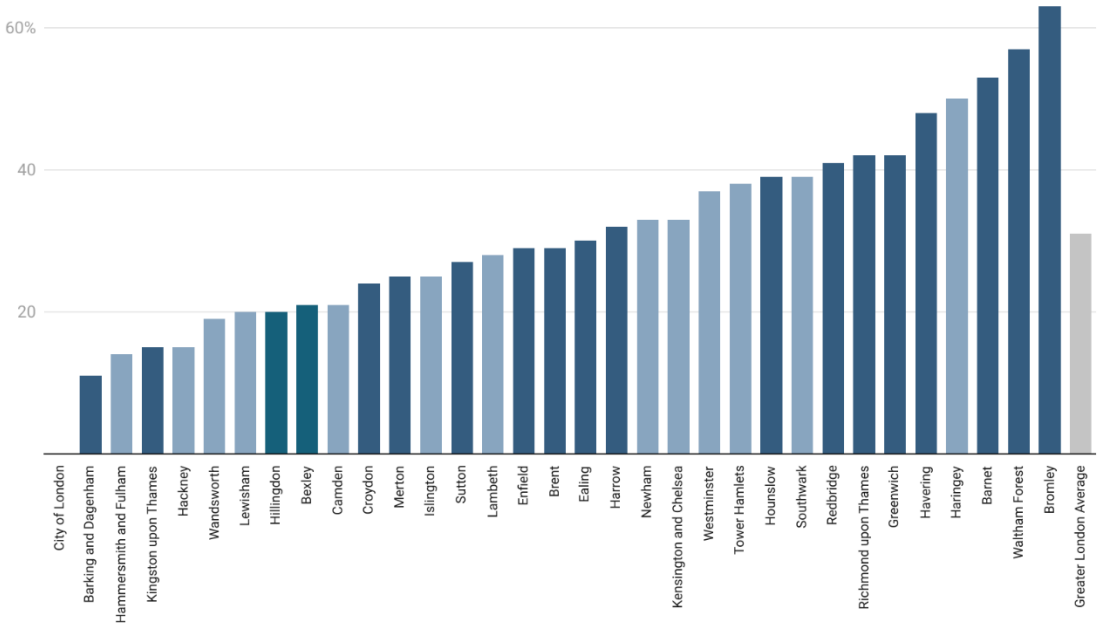
STARS

The STARS ratings for schools were updated this year, after no update in 2021. Bromley, Waltham Forest and Barnet, three outer London boroughs, are the forerunners in the scheme recognising sustainable travel to school. Alongside Haringey they all scored higher than 50% of STARS points awarded as a % of the possible maximum. The lowest scoring boroughs, all with less than 20% were Wandsworth, Hackney, Kingston, Hammersmith & Fulham and Barking & Dagenham. There were fluctuations in borough scores from 2021 to 2022 but the London average remained at 33%.

STARS 2022: https://www.datawrapper.de/_/Z6a0w/
STARS 2021 2022: https://www.datawrapper.de/_/a8Jmx/

TfL STARS scheme recognising sustainable travel to school: Inner/Outer London boroughs, 2022 Scorecard data

Number of STARS points awarded in the borough as a % of the possible maximum for that borough, and London average, 2022 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.
View School Provision results

Chart: London Boroughs Healthy Streets London • Source: 2022 data provided by TfL, for 2020-21 • Created with Datawrapper

School Streets

School Streets are streets leading to school gates which are closed to general traffic, at a minimum, on school days before opening and following school closing times.

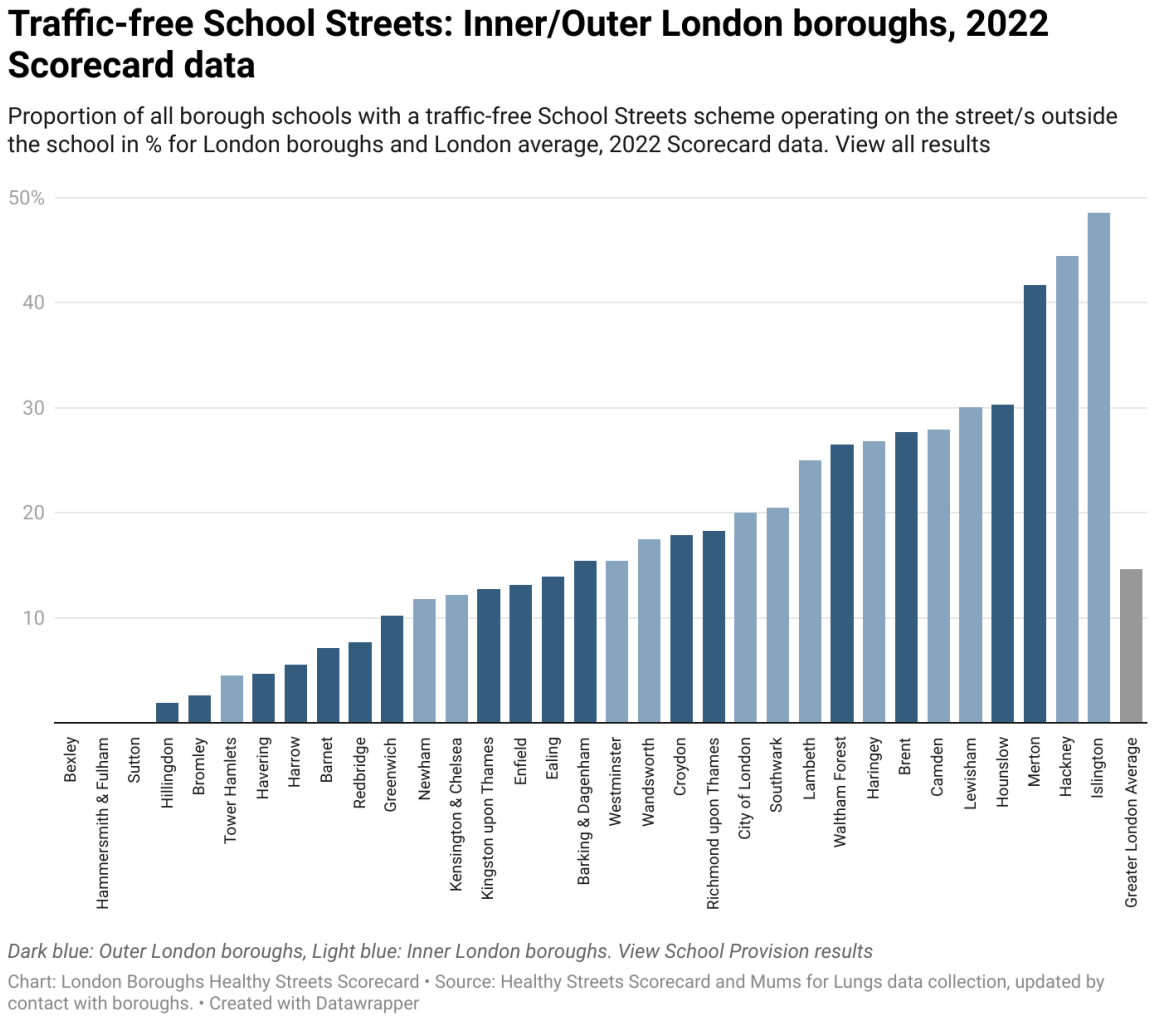
Islington has the highest proportion of School Streets with almost half – a huge 49% covered, taking over from Merton that had 41% in 2021. Hackney has the second-highest proportion at 45%, up from 39% in 2021, and Merton increases slightly to 42%. The London average for the proportion of all borough schools with traffic-free School Streets has increased from just 2% in 2020 to 15% in 2022.

There were some boroughs who had large increases in 2022 – Haringey went from 12% in 2021 to 27% - a 15% point difference, Ealing's School Streets likewise increased with a 12% point difference, as did Islington with a 9% point difference increase.

The total number of School Streets in 2022 is 511, up from 451 in 2021 and 81 in 2020. Hackney has the most with a total of 49, followed by Islington on 35 and Merton with 30.

The ranking for Hammersmith & Fulham has been downgraded from 17% of schools having a School Street in 2021 to zero as the latest 'Healthy School Streets' programme fails to mention motor vehicles being prohibited from using the road outside school gates at specified times, and therefore does not meet the Healthy Streets Scorecard specification for a School Street. Hammersmith & Fulham now joins Sutton and Bexley with the undesirable distinction of having no School Streets at all.

School Streets 2022: https://www.datawrapper.de/_/204e4/
School Streets 2020 2021 2022: https://www.datawrapper.de/_/9FYYe/
Total traffic-free School Streets: 2021 2022: https://www.datawrapper.de/_/qs5x4/



Bus priority

This indicator measures the proportion of the bus routes in each borough that have been given priority over other motor traffic (through bus lanes or modal filters). The bus priority indicator is published alongside the Scorecard data and has not been integrated into the overall scores for 2022. It will be added in for the 2023 Scorecard.

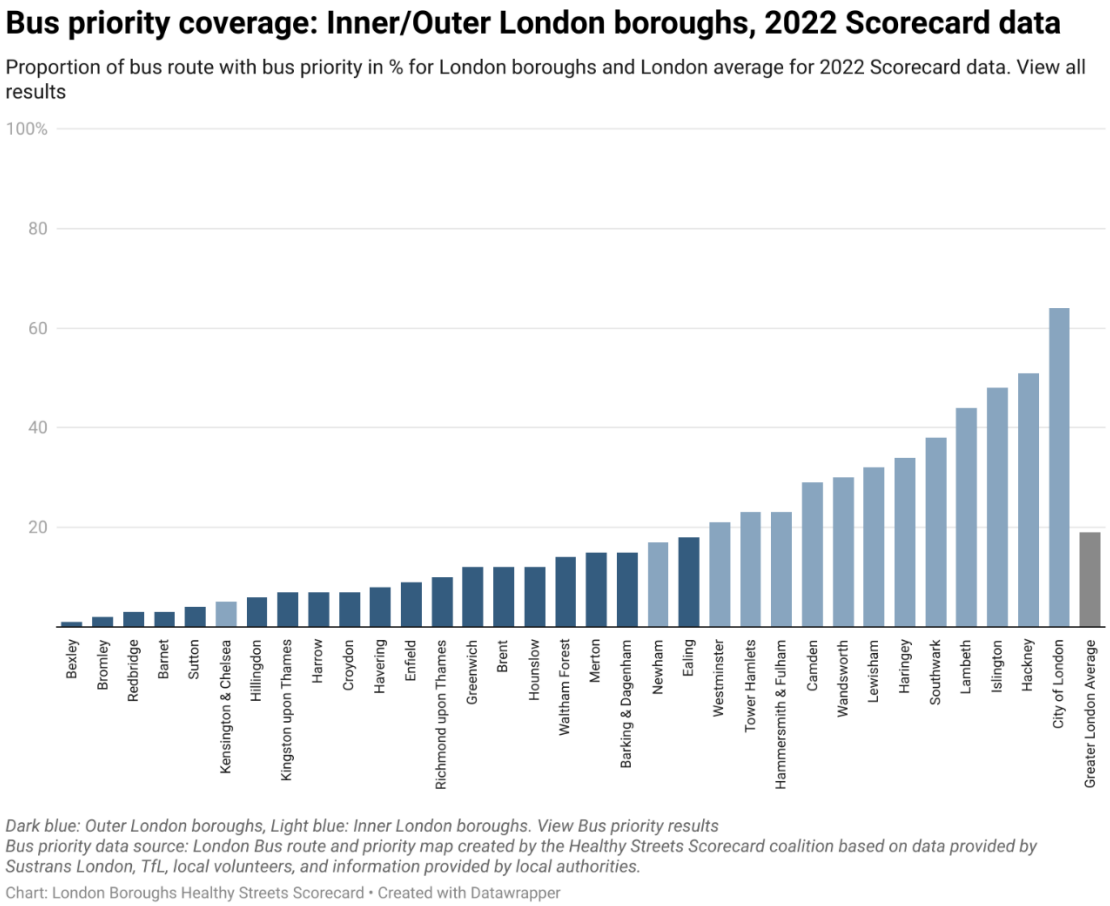
The data shows a wide variation in the proportion of bus route prioritised in each borough. Among the Inner London boroughs, there are three boroughs* - Hackney, Islington and Lambeth – where 40% to 50% of routes are prioritised; in Haringey, Lewisham, Wandsworth and Camden around 30% is prioritised; but only around 20% of routes are prioritised for buses in Tower Hamlets and Westminster and just 5% in bottom-of-the-table Kensington & Chelsea.

Among the Outer London boroughs, Ealing, Barking and Dagenham, Merton, Waltham Forest, Hounslow, Brent and Greenwich score well with between 10-20% priority. But many boroughs have little or no priority for buses: Bexley, Bromley, Redbridge, Barnet and Sutton all have under 5% priority.

The coalition has issued a call to action, asking boroughs and TfL to work together to introduce more bus priority measures, especially on roads which have been identified as needing urgent action, and has said it intends to publish annual updates to the data to show where action has been taken.

*Excluding City of London

Bus priority 2022: https://www.datawrapper.de/_/yMLtY/
Bus route length 2022: https://www.datawrapper.de/_/fRDNe/



Density weighting

Many well-connected inner London boroughs have natural advantages over outer London boroughs in the Scorecard, some of which have developed over decades, others are structural. We recognise that tends to skew the Scorecard metrics we use towards inner London. To adjust for that we've looked at several potential ways of addressing that, including re-weighting scores by 'access to public transport' (PTAL), household income or 'residential density'. After careful consideration, we are looking closely at density, referred to in our Scorecard as 'housing density' to adjust scores, as this is highly correlated to both the 2021 HSS Factored Score and to PTAL. The aim of the weighting is to show the effect housing density has on the scores of each borough.

The higher the housing density, in other words, the more people live per square kilometre for a borough, the lower car ownership tends to be, the more public transport connections there are, the more people walk and cycle and use public transport etc. Looking at the overall scores, including both input and

outcomes, we can see how boroughs perform on the Scorecard versus what they would be predicted to score based on their density alone. Some boroughs have a density that should lead us to believe they would score highly, yet exceed that score through continued action, others underscore their predicted score as they've underinvested for long periods of time in Healthy Streets, active travel, public transport and car use reduction.

For Overall Scores those most exceeding their predicted overall scores are Waltham Forest, Camden, Richmond and Haringey. And those boroughs undercutting their predicted overall score the most are Tower Hamlets, Barking & Dagenham and Hillingdon.

Two of the top four boroughs performing better than their predicted overall scores based on housing density are from Outer London boroughs, another seven Outer London boroughs also perform better than expected (Merton, Hounslow, Ealing, Greenwich, Brent, Kingston and Croydon). Three inner London boroughs perform below expectation for overall Scores when housing density is accounted for; Kensington & Chelsea, Westminster and Tower Hamlets, with Tower Hamlets the poorest performer of all London boroughs.

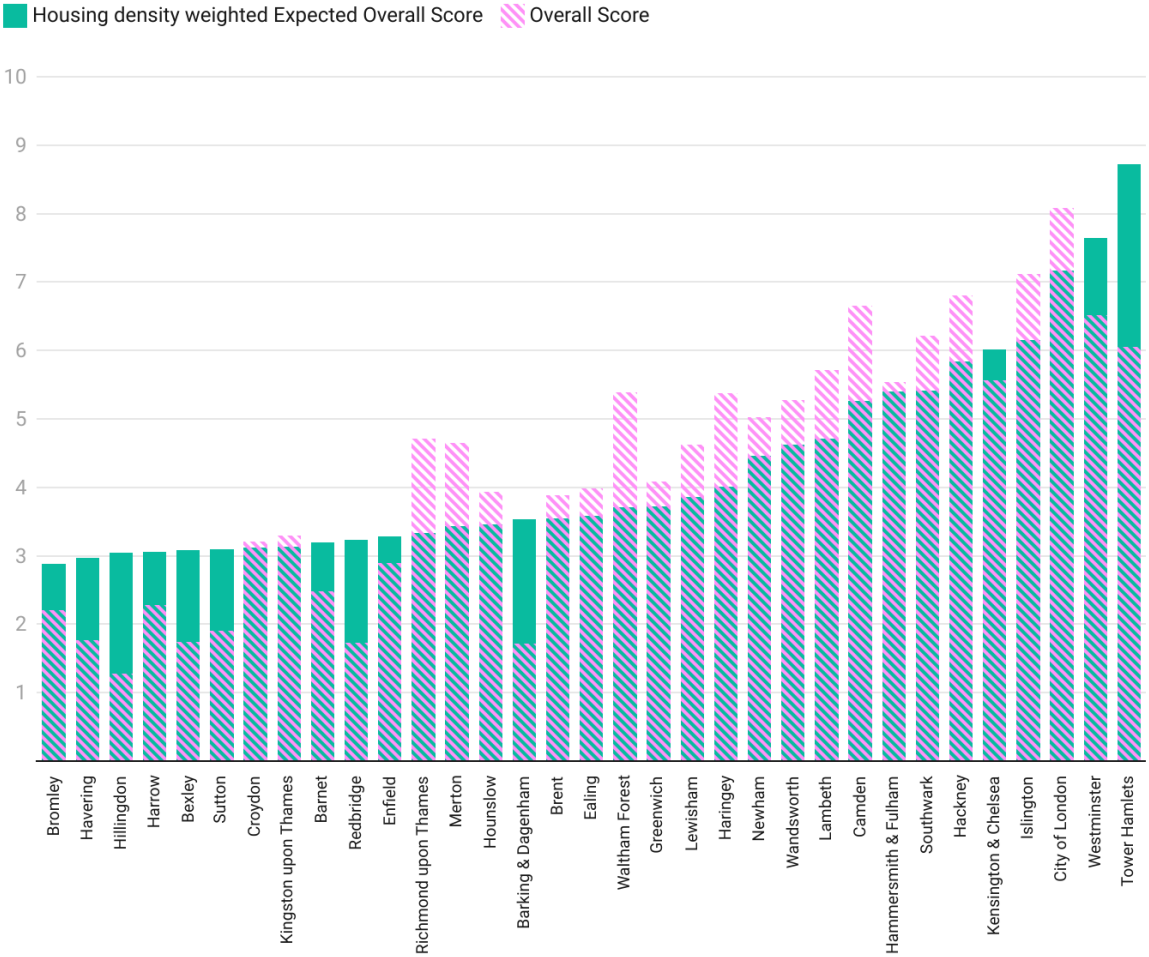
Looking specifically at input predicted score based on density, versus actual performance, it is interesting to note that Waltham Forest, City of London and Haringey are joined by Merton as all delivering more Healthy Streets than expected. It's also interesting to see Westminster significantly under-delivering predicted inputs than expected - and joining 'usual suspects' Tower Hamlets, Bexley, Hillingdon and Redbridge.

On outcomes, Camden, Lambeth and Wandsworth most outperform predicted scores based on density for metrics such as mode share, serious collisions and car ownership rates, while the usual suspects including Westminster once again dominate the list of those underperforming.

Expected overall score and housing-density weighted score 2022: https://www.datawrapper.de/_/Sx0Gp/
Residual difference between overall expected and weighted scores 2022:
https://www.datawrapper.de/_/2FW1h/
Residual difference between input expected and weighted scores 2022:
https://www.datawrapper.de/_/JSCXt/
Residual difference between outcome expected and weighted scores 2022:
https://www.datawrapper.de/_/FoAAC/

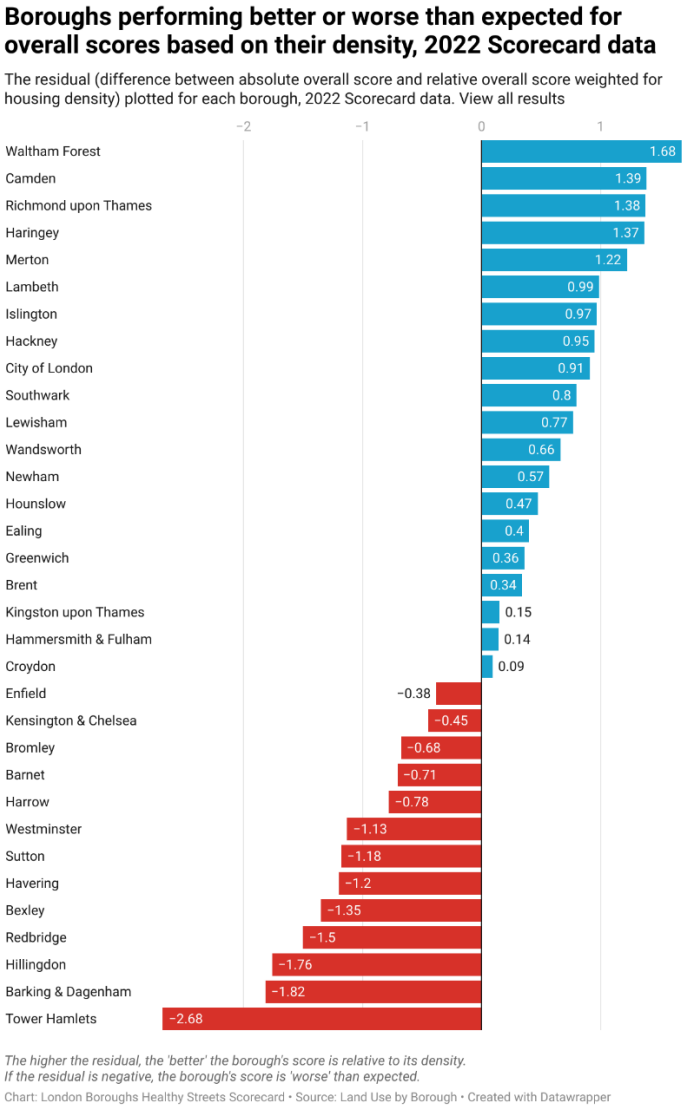
Difference between housing density expected overall score (weighted, relative score) and absolute overall score, 2022 Scorecard data

The housing density weighted Expected Overall Score is the score once the housing density (dis)advantage is factored in, showing the effect housing density has on the score, 2022 Scorecard data. View all results



If the Housing density weighted Expected Overall Score is higher than the Overall Score, that borough is performing poorer than predicted, based on housing density.
If the Housing density weighted Expected Overall Score is lower than the Overall Score, that borough is performing better than predicted, based on housing density.

Chart: London Boroughs Healthy Streets Scorecard • Source: Land Use by Borough • Created with Datawrapper



Indicators that have not been updated for 2022

Sustainable Modeshare

The 2022 sustainable modeshare statistics remain the same as last year. There was no update this year as the Active Lives Survey 2020/21 data collection was significantly impacted by Covid restrictions. Transport for London, who source and supply the data, advised that they had to make changes to the method and sampling strategy, and the sample size was much smaller than in previous years, meaning borough level analysis was not possible.

We use 2021 data for the sustainable modeshare indicator.

This was our 2021 sustainable modeshare summary:
Sustainable modeshare is the proportion of trips made by 'sustainable mode of transport' i.e. walking cycling or public transport. This is for trips made by borough residents, rather than all trips made in and through the borough. The target in the Mayor's Transport Strategy is to increase this across London to 80% by 2041.

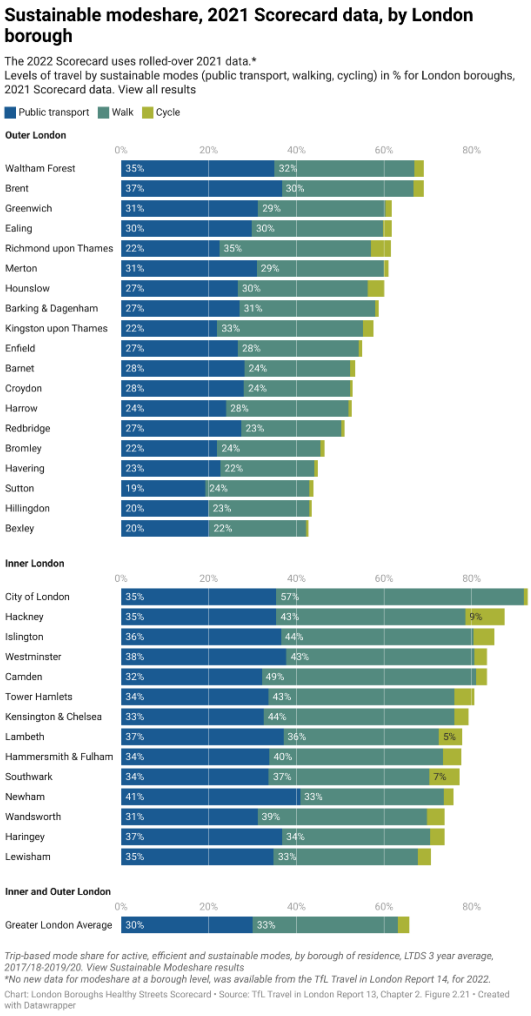
London-wide mode share rose again this year by 1% to 66%. If London continues at this rate, the mode share in 2041 will be well over his target. But while some boroughs are likely hitting their ceiling for

sustainable mode share, others have done little to boost theirs. And, of course, the Mayor's Transport Strategy was written before London declared a climate emergency. With a backdrop of the government shifting forward targets, will 80% be enough by 2030, let alone 2041?

The City and Hackney retain the tops slots this year, with Bexley and Hillingdon at the bottom. But there remain huge variations in the contribution of each sustainable mode (walking, cycling and public transport) to the results, showing that most boroughs have significant scope to make changes to improve their score. And while some boroughs are rapidly increasing sustainable modeshare, others are falling back.

Our summary is that, to deliver on the climate emergency, all boroughs need to be far bolder on these results.

Sustainable Modeshare 2022 (2021 data): https://www.datawrapper.de/_/bzIWV/
Sustainable Modeshare 2019 2020 2021: https://www.datawrapper.de/_/57JXB/



Active Travel

The Walking and Cycling travel statistics remain the same as last year. Whilst new active travel data is available for 2022, Covid restrictions have impacted the quality and usefulness of the data.

We use 2021 data for the active travel indicator.

This was our 2021 active travel summary:
The proportion of people who regularly walk or cycle (over five times weekly) is a strong indicator of

healthy outcomes and of streets healthy enough to enable those outcomes. On running this indicator for the third year, we have tried to smooth out some of the large fluctuations that we see in the annual results at a borough level (which comes from the Sport England Active Lives Survey). As the cause of these fluctuations are the sample size of the survey that Sport England uses, we are using the average of two years' worth of data. So, for the 2019 Healthy Streets Scorecard results, the data used is the average for the years 2015/16 and 2016/17, for 2020 HSS it is the average of 2016/17 and 2017/18 and for 2021 HSS it is 2017/18 and 2018/19. It is important to note that all of the data that has been used pre-dates the COVID-19 pandemic and none of the changes that occurred in travel patterns as a result of that have fed through into these results.

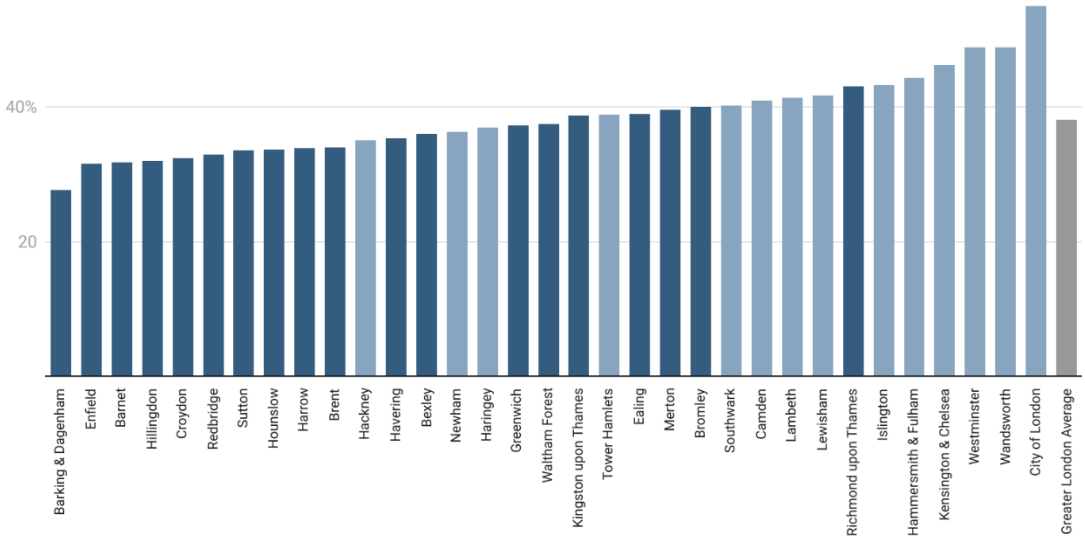
Walking

There is a moderate (0.58) correlation between levels of walking and levels of car ownership across the 33 London boroughs. Unsurprisingly, most residents walk regularly in central London – with over half of City residents walking five times a week, and nearly half of Westminster residents. At the other end of the scale, in eight boroughs, less than one third of residents were walking five times a week prior to the pandemic. In order (of lowest levels of regular walking first) that's Barking & Dagenham, Barnet, Enfield, Hounslow, Harrow, Redbridge, Brent and Sutton. Only ten boroughs saw more than 40% of residents walking five times a week (and, credit where it's due, two of these were Richmond and Waltham Forest in Outer London). There have been successive increases in levels of walking across the three Healthy Streets Scorecard years with the proportion of Londoners walking five times a week rising from 36% in 2019 to 38% in 2021. The fastest rising boroughs have been Wandsworth, Westminster, Hounslow, Brent, Havering and Ealing each of which have seen the proportion walking regularly rise by more than 5 percentage points.

Active travel walking 2022 (2021 data): https://www.datawrapper.de/_/yjg3A/
Active travel walking 2019 2020 2021: https://www.datawrapper.de/_/jcQ4c/

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

The 2022 Scorecard uses rolled-over 2021 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

**Whilst new active travel data is available for 2022, the impact of Covid restrictions has made it impractical to use this data.*

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

Cycling

This was our 2021 summary:
Although there has been a small increase in the proportion of people who cycle regularly in the last two years (+0.2%) of the scorecard, still fewer than 1 in 20 of us (4.5% in 2021) are cycling 5 times a week or more. That's nowhere near enough the shift that London needs given the climate, air quality and inactivity crises we face.

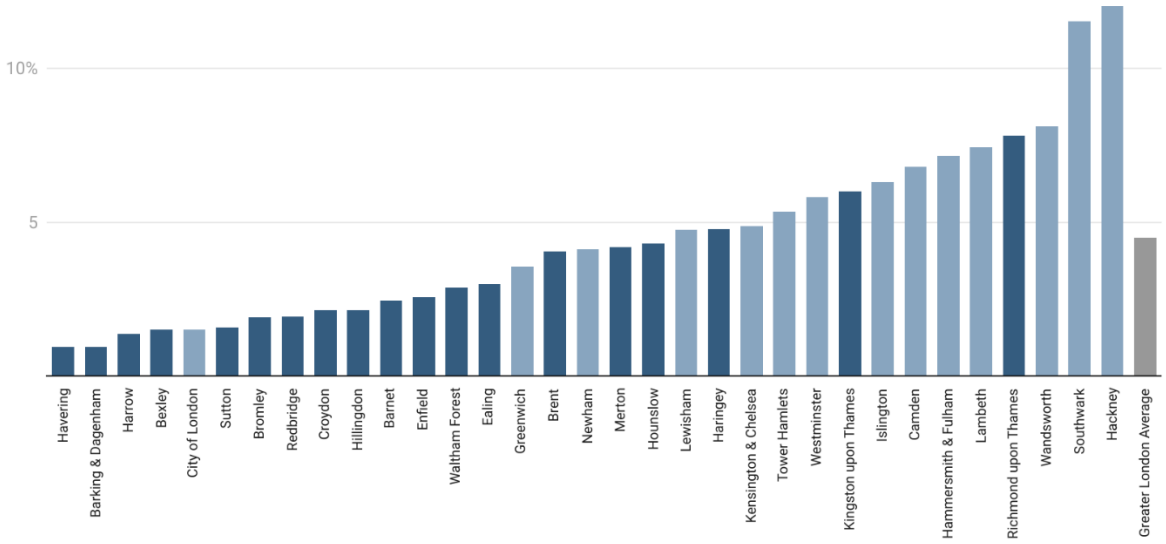
It is only in Southwark and Hackney that over 10% of residents cycle five times a week, while in eight boroughs, Sutton, Havering, Harrow, City (which can be discounted owing to its small numbers of residents), Barking & Dagenham, Redbridge, Bromley and Bexley less than 2% of residents cycle frequently.

There has been a huge increase in the amount of cycling infrastructure created in the past year in London with the Streetspace for London plan rolling out segregated cycle lanes and Low Traffic Neighbourhoods that are essential for safe cycling. It is to be hoped that this action combined with the ongoing work of the most progressive boroughs such as the City, Hackney, Lambeth and Waltham Forest, will see these figures shift far more dramatically in future years.

Active travel cycling 2022 (2021 data): https://www.datawrapper.de/_/drFiw/
Active travel cycling 2019 2020 2021 https://www.datawrapper.de/_/TG1iM/

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

The 2022 Scorecard uses rolled-over 2021 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

**Whilst new active travel data is available for 2022, the impact of Covid restrictions has made it impractical to use this data.*

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Road Collision Casualties

The 2022 indicator for the road casualty rates remains unchanged from 2021. Although robust casualty data is available from TfL, owing to the pandemic, data on walking and cycling rates by borough is not available. As a result, the 2022 Healthy Streets Scorecard indicator cannot accurately be updated. In terms of the number of road casualties in London, there were 75 fatalities on London's roads in 2021. This compares with 96 in 2020 and an average of 119 for the 3 years prior to the start of the pandemic. There were 3,581 fatal and serious casualties in 2021. This compares to 3,070 in 2020 and an average of 3,950 in the 3 years prior to 2020.

Overall, there was a significant decline in fatalities in 2021 from the previous year but an increase in the number of serious road casualties. For the different modes of travel, in 2021 casualties amongst those cycling and those using "other vehicle" were above the pre-pandemic average levels. The other vehicle category is now seeing the impact of increasing numbers of casualties amongst those riding e-scooters. TfL remains committed to its Vision Zero policies and in November 2021 produced a Progress Report to update its July 2018 Vision Zero Action Plan.

Note: We have graphed 2022 Scorecard casualty data as total KSIs per borough, however, this is not comparable to previous years, or as a measure of borough performance, as it does not account for the frequency of these modes of active transport.

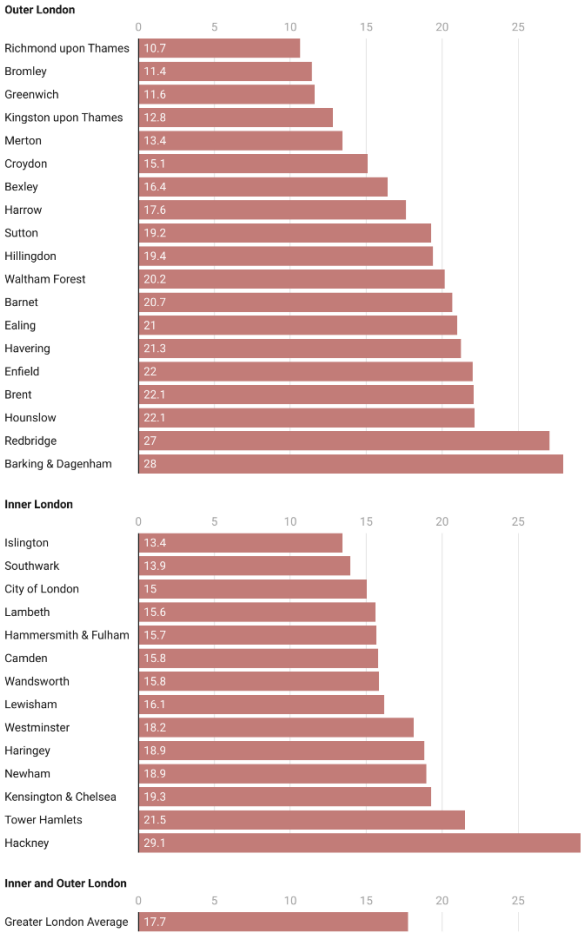
We use 2021 data for the road collision casualties indicator.

Pedestrian

Road collision pedestrian casualties 2022 (2021 data): https://www.datawrapper.de/_/BF0Yh/
Road collision pedestrian casualties 2019 2020 2021: https://www.datawrapper.de/_/ZxYdy/
Total road collision pedestrian casualties 2022: https://www.datawrapper.de/_/xAeNm/

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

The 2022 Scorecard uses rolled-over 2021 data.*
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



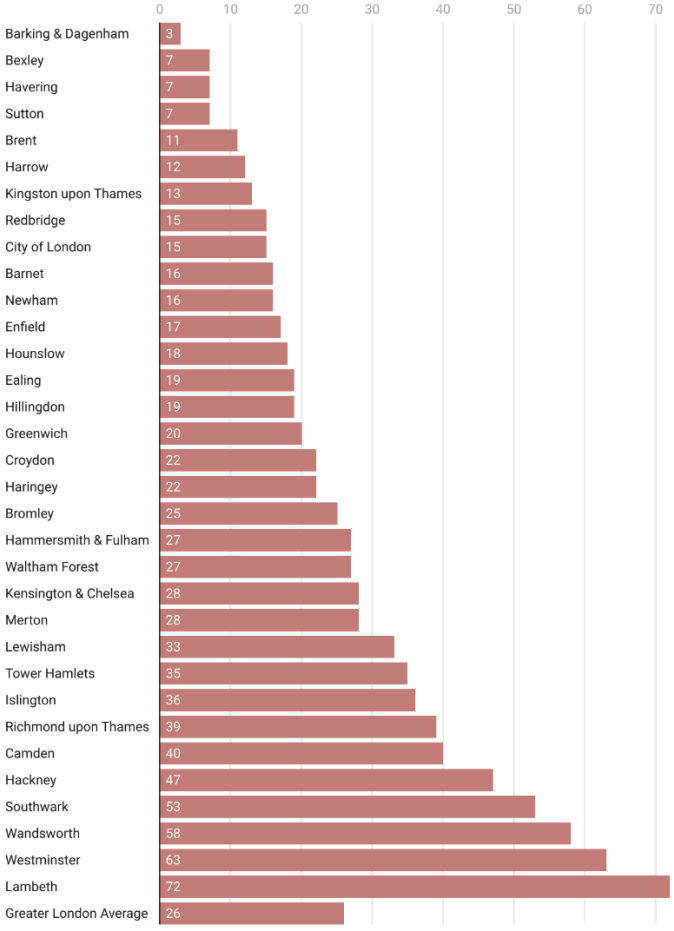
Annual average is the total number of pedestrians killed and seriously injured over three year period 2017-2019 divided by three.
Trip stages per borough source: TfL London Travel Demand Survey. View Road Casualties results

**New casualty data is available for 2022, however the trip stages per borough data is not available from TfL's London Travel Demand Survey.*

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

Total road collision pedestrian casualties, 2022 Scorecard data, by London borough

Total number of pedestrian serious and fatal casualties, without accounting for walking stages, for London boroughs and London average, 2022 Scorecard data. View all results

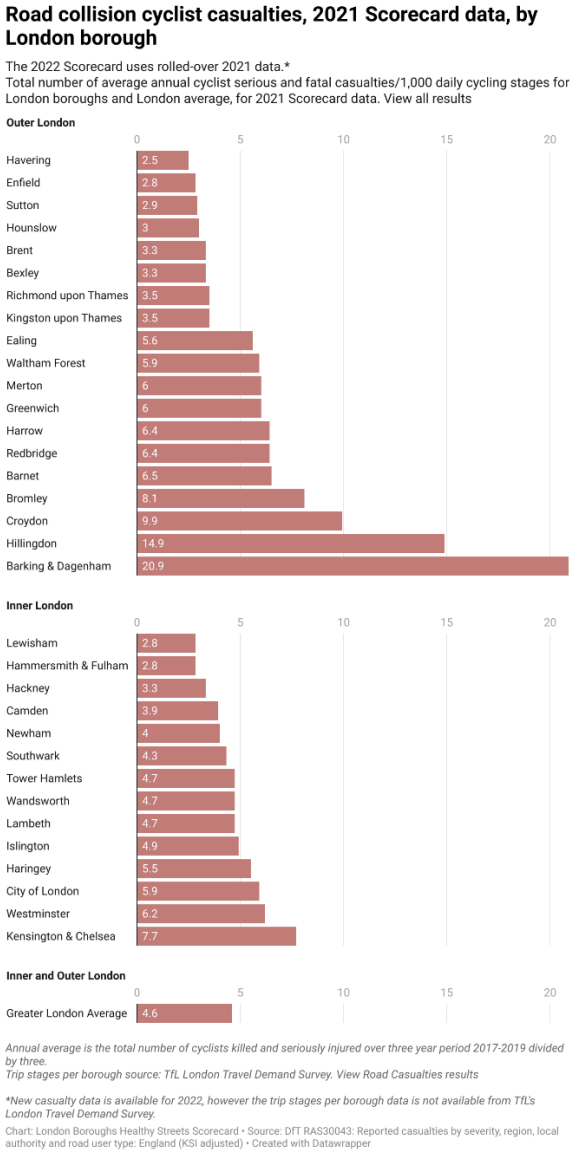


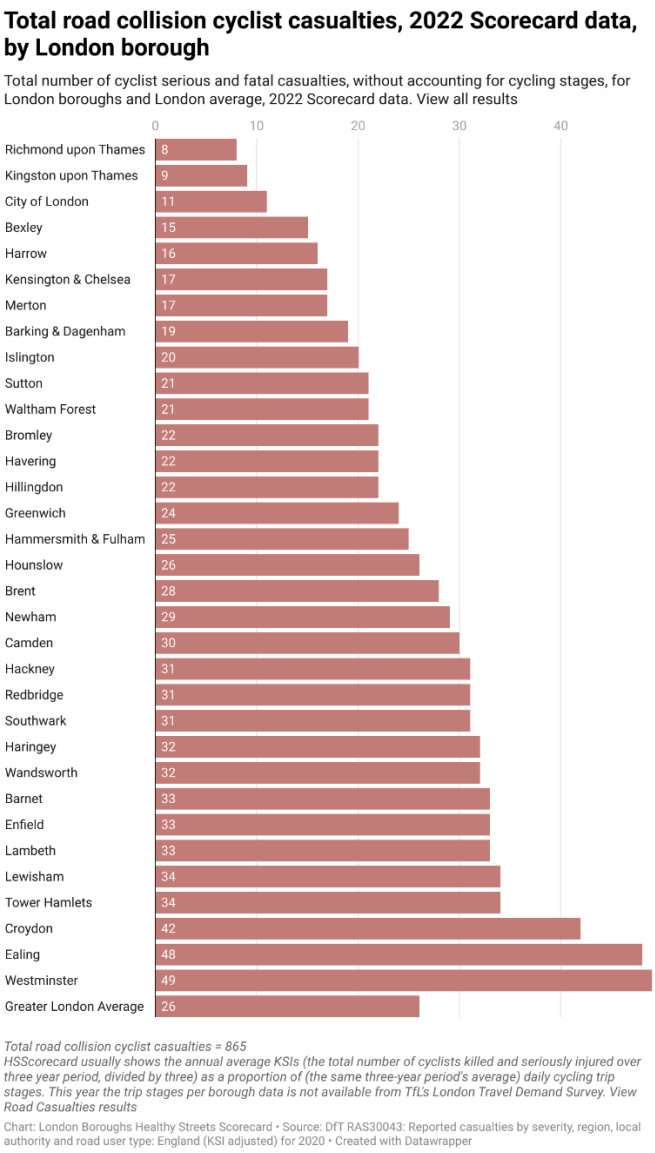
Total road collision pedestrian casualties = 870
HSScorecard usually shows the annual average KSIs (the total number of pedestrians killed and seriously injured over three year period, divided by three) as a proportion of (the same three-year period's average) daily walking trip stages. This year the trip stages per borough data is not available from TfL's 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

Cyclist

Road collision cyclist casualties 2022 (2021 data): https://www.datawrapper.de/_/yRtq6/
Road collision cyclist casualties 2019 2020 2021: https://www.datawrapper.de/_/Weq8S/
Total road collision cyclist casualties 2022: https://www.datawrapper.de/_/kp11S/





Controlled Parking Zone

We have not been able to update the CPZ data this year but thirteen boroughs told us they had changed or introduced new parking controls and this will be reflected in next year's scores. We intend to create a London-wide map of Controlled Parking Zones in the coming year to show clearly where the gaps are. Parking is one of the most important tools boroughs have available to have an impact on the number of trips made by car and does not need major investment - so we feel boroughs which have not already done so should be planning to introduce CPZs starting for example around train stations and town centres to discourage short trips and commuter parking. This is an area which desperately needs action which could have a huge impact on the proportion of trips made by car, very quickly.

We continue to be contacted by concerned local campaigners from boroughs Kensington & Chelsea, Islington and Tower Hamlets which received maximum scores on our parking indicator, because 100% of streets in these boroughs have controlled parking but they allow residents to park anywhere in the borough - these are known as 'roaming' schemes. We do not support roaming: we advocate 'small area CPZs'

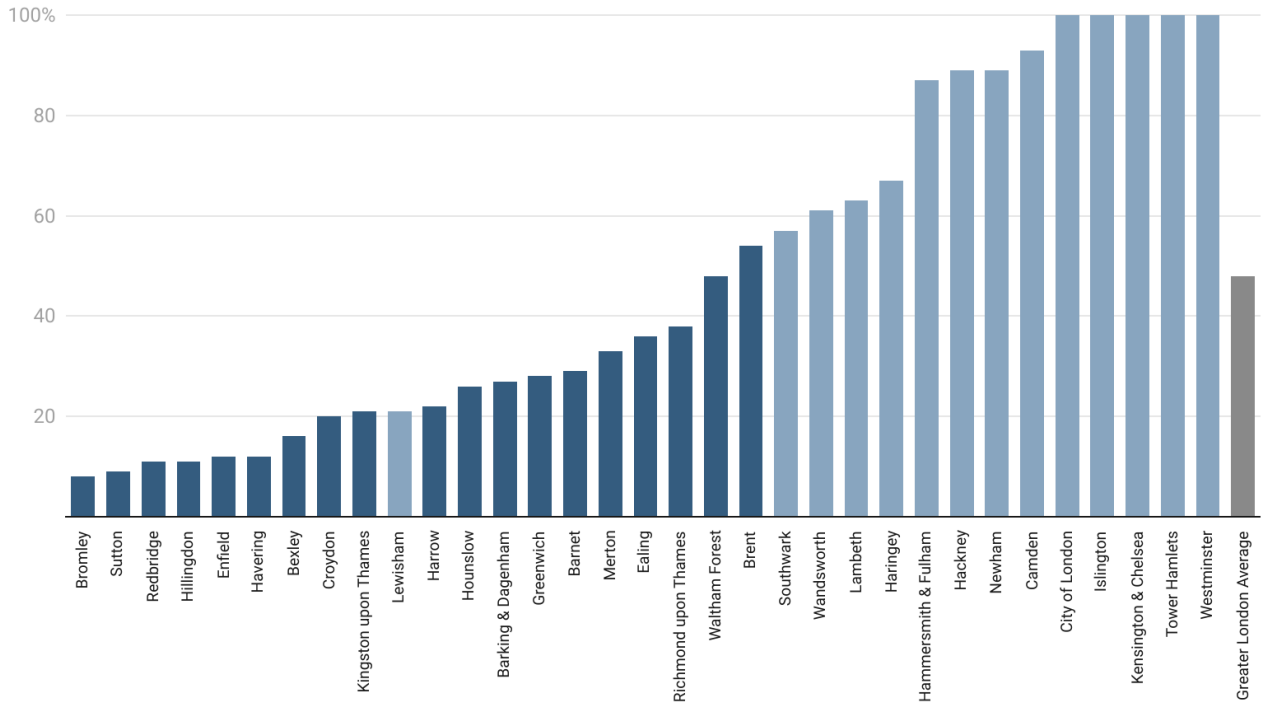
borough-wide. To support our local campaigners, we are likely to consider reducing the score for these three boroughs next year and we want them to change their systems to small-area CPZs with no roaming.

We use 2021 data for the CPZ indicator.

CPZ 2022 (2021 data): https://www.datawrapper.de/_/gg9ID/

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

The 2022 Scorecard uses rolled-over 2021 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
**Although some boroughs provided CPZ updates, new London-wide CPZ data was not available from AppyWay for 2022.*

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