

Healthy Streets – 2015 & 2016 summary

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Transport for London





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Background and methodology

Background

This report looks at a cross section of street types across London

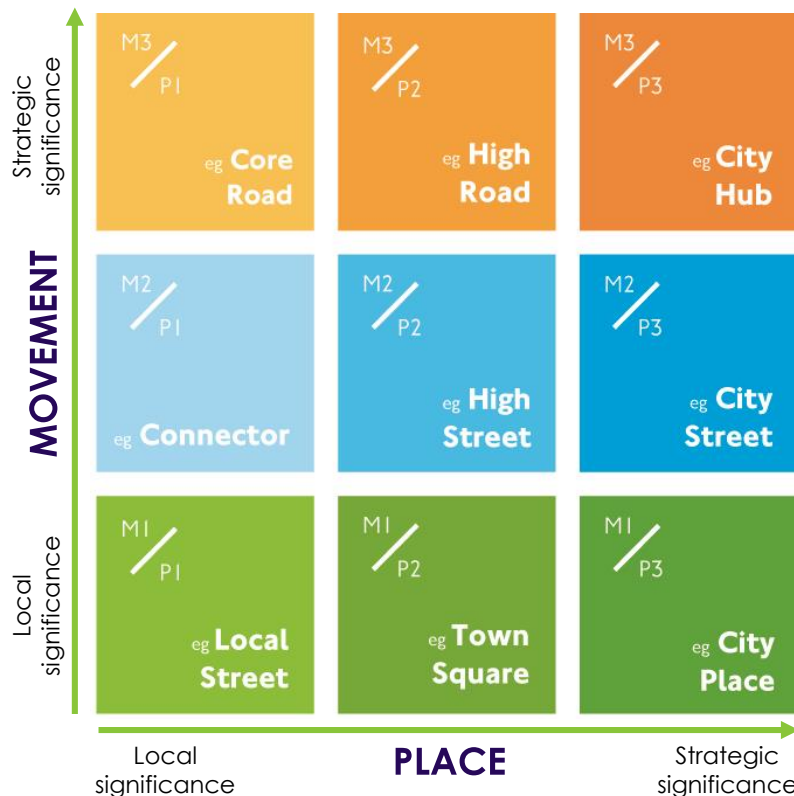
- London's streets are used by millions of people each year, and they need to **provide healthy and enjoyable places to spend time and travel**. To monitor and assess the 'liveability' of London's streets, a programme of quantitative monitoring is in place
- This research is focused on the **street types identified by the Roads Task Force (RTF)** under the term 'street type families'. It will include locations which **have /will have interventions as well as those without** planned changes to the street environment
- This report is based on data conducted across 5 schemes:
 - **RTF tracker (October 2015)**
 - **Mini Hollands (October 2015)**
 - **20mph (October 2015)**
 - **Cycle Grid (October 2015)**
 - **MTS (March 2016)**

The indicators of a healthy street were assessed by a combination of questions asked of people using the street and assessments made by the interviewer

	Health indicator	Method of assessment
Indicators identified by the Health Action plan	Pedestrians from all walks of life	Demographic profile (Gender, age, disability, carrying anything, accompanied by, frequency of visiting the street)
	People choose to walk and cycle	Q: How did you travel to this street today?
		Q: How long did it take you to travel here today (from the start point of your journey)?
		Q: Apart from walking, do you ever travel on this street using another mode of transport?
		Q: To what extent do you agree with the statement that 'this street provides a good environment for people to walk in' / 'cycle in'?
	Clean air	Q: How clean do you think the air on this street is today?
	People feel safe	Q: How intimidated do you feel by the traffic on this street?
		Q: How safe from crime and anti-social behaviour do you feel on this street today?
		Q: As a pedestrian on this street, do you feel the level of motor vehicle traffic is about right, too much or too little? Q: As a pedestrian on this street, do you feel the speed of motor vehicle traffic is about right, too much or too little? Interviewer assessment of level & speed of traffic
	Not too noisy	Q: How noisy are you finding this street today?
Easy to cross	Q: How easy do you think it is to cross this street?	
Shade and shelter	Q: And, how easy do you think it would be for you to find shelter, for example if it was very sunny or raining?	
Places to sit and rest	Q: How easy do you think it would be for you to find somewhere to sit or rest on this street if you needed to?	
Things to see and do	Q: What is your main reason for being on this street today? / Are you going to any places (shops, services) while on this particular street today, or just passing through to get somewhere else?	
	Q: How attractive do you find this street? Q: You said earlier that you are visiting shops / restaurants / another activity on this street. How much will you have spent on this street today?	
People feel relaxed	Q: How enjoyable are you finding being on this street today?	
Additional indicators identified from customer research	Overall satisfaction	Q: Overall how satisfied are you with this street today?
	Cleanliness	Q: How clean and free from litter, dog mess and other rubbish do you find this street today?
	Green spaces	Q: How would you rate the trees, plants and green spaces on this street?
	Pavements	Q: How would you rate the quality of the pavements on this street, thinking about the pavement width, pavement surface and pavement obstructions?
	Survey factors	Weather on the day, shift type

The Roads Task Force have categorised London streets into 9 key types based on their movement and place functions

MOVEMENT is defined as traffic of people and goods accounted for by car traffic, bus occupancy and cyclist, pedestrian and freight volumes



PLACE is defined as opportunity to relax, walk for pleasure and interact with functions adjacent to the street



Methodology

F2f interviews were held across 54 locations in London.

Pedestrian interviews

- On street intercept interviews of 5-10 minutes duration with 6,350 people aged 16+ years
- Fieldwork took place 30 September - 1 November 2015 & 2 – 26 March 2016
- Interviews were spread across 54 locations in London covering the 9 street types
- Representative sample of people using the street

Traffic sheets

- Interviewers recorded their perceptions of levels and speed of traffic averaged across their shift

Pedestrian counts

- Periodic pedestrian counts were conducted during each interviewing shift
- 2 counts per shift each lasting 6 minutes
- Profiled by gender and age
- Counts spread across different times of the day

Data management

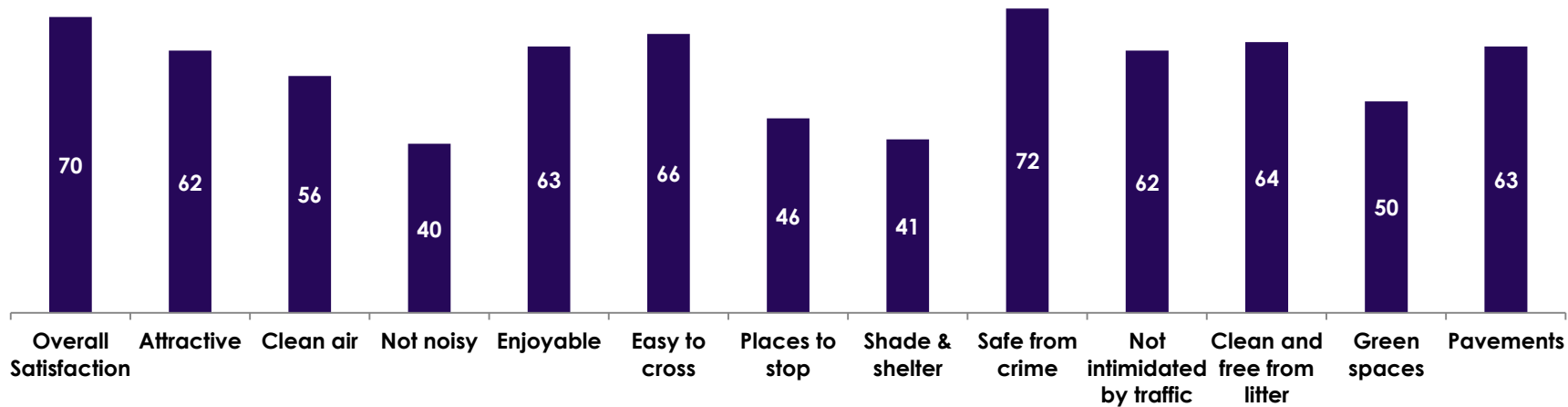
- The data was not weighted
- Please refer to the appendix for a detailed summary on how the data was managed and reasons for not weighting the data

**See appendix for a full list of sites surveyed*



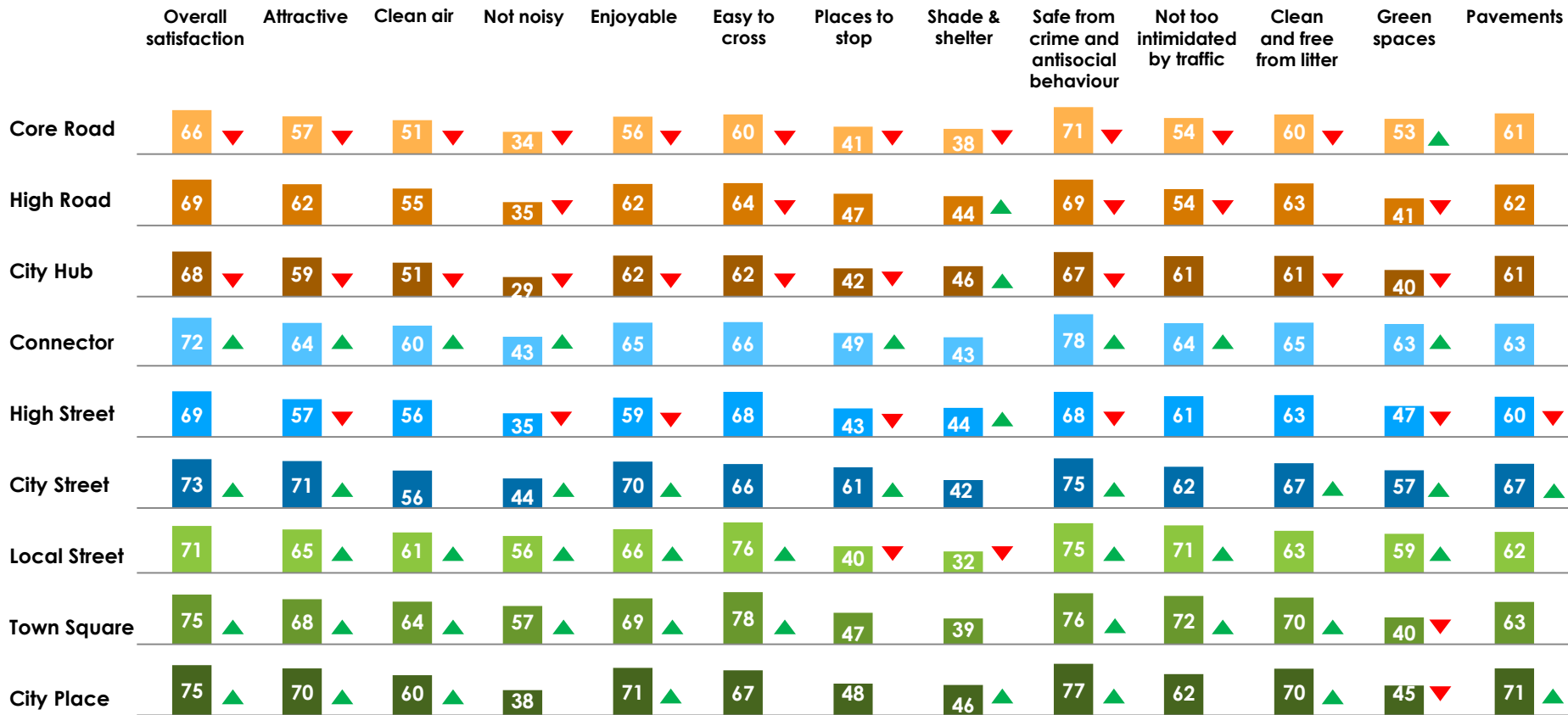
Healthy street indicators - summary

Total performance for each indicator



Base: All streets, All respondents (6,350)

Performance for each indicator by street type



Base: Core Road (1,124), High Road (569), City Hub (833), Connector (807), High Street (871), City Street (574), Local Street (703), Town Square (427), City Place (442)

▲ ▼ Significant difference to average at 95% CI

Overall health by street type



Overall health includes: attractive, enjoyable, clean air, not feeling too intimidated by traffic, feeling safe from crime and anti-social behaviour, not too noisy, easy to cross, places to stop, shade & shelter, green spaces, clean and free from litter, pavements. Base: Core Road (1,124), High Road (569), City Hub (833), Connector (807), High Street (871), City Street (574), Local Street (703), Town Square (427), City Place (442)



Cluster analysis

Methodology

Wards Hierarchical Clustering was used to group street types based on performance of healthy street indicators

1 Input

- Performance of healthy street indicators for 9 street types:
 - Overall satisfaction
 - Attractiveness
 - Clean air
 - Noise
 - Enjoyability
 - Ease of crossing
 - Places to stop
 - Shade & shelter
 - Safety
 - Intimidation by traffic
 - Cleanliness
 - Green spaces
 - Pavements
 - Good environment to walk in

2 Analysis

- Street types were grouped into clusters using Wards Hierarchical Clustering analytical model
- This model groups street types based on how similar they perform on the healthy street indicators using an algorithm

3 Output

- This produced 4 cluster solutions, of which one was chosen for this report
- The data has also been grouped into the final cluster solution and analysis is included in this document

Cluster results

Street types were grouped into three clusters: Busy streets, Comfortable streets and Quiet streets



Busy streets:

Comprise all three high movement street types (Core Roads, High Roads and City Hubs), as well as High Streets. They tend to perform below average on almost all indicators of healthy streets and are perceived to be the noisiest and most intimidating.

Comfortable streets:

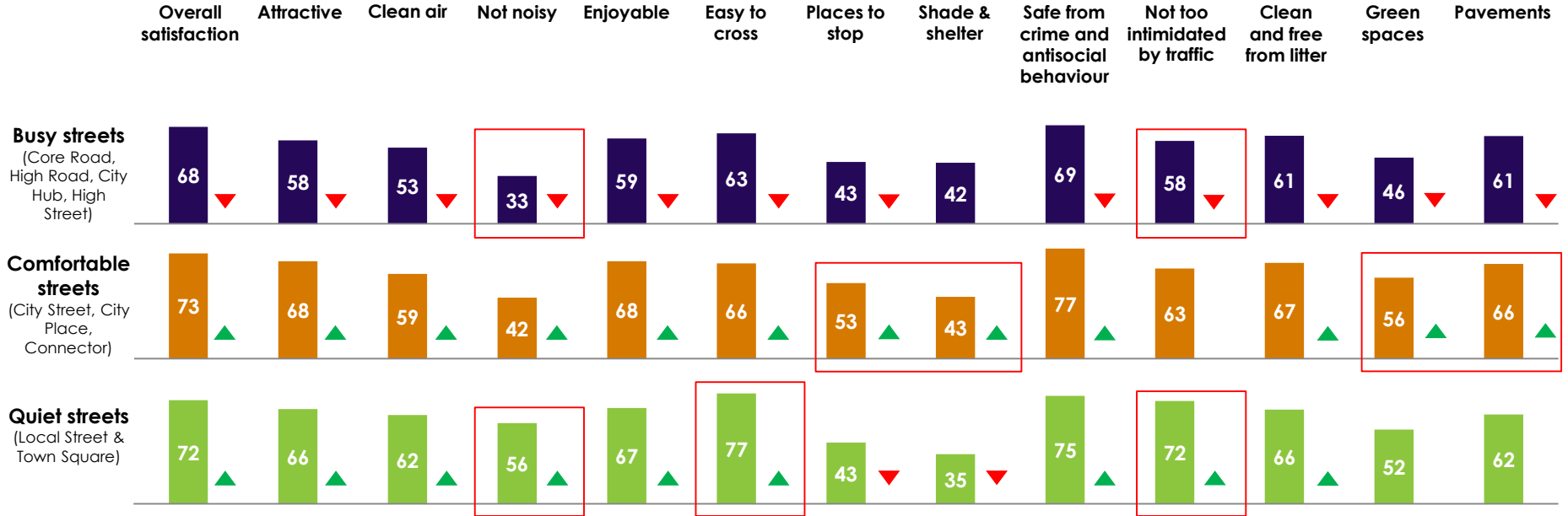
Include Connectors, City Streets and City Places. Have an average intimidation by traffic but perform above average on all other indicators, most notably for places to sit and rest, shade & shelter, green spaces and pavement quality.

Quiet streets:

Include Local Streets and Town Squares. Perform similarly to Comfortable streets on overall satisfaction, attractiveness, clean air, enjoyability, safety and cleanliness. However, they are perceived to be less noisy and intimidating, and easier to cross.

Please see next slide for performance scores of all indicators by street type cluster

Performance for each indicator by cluster



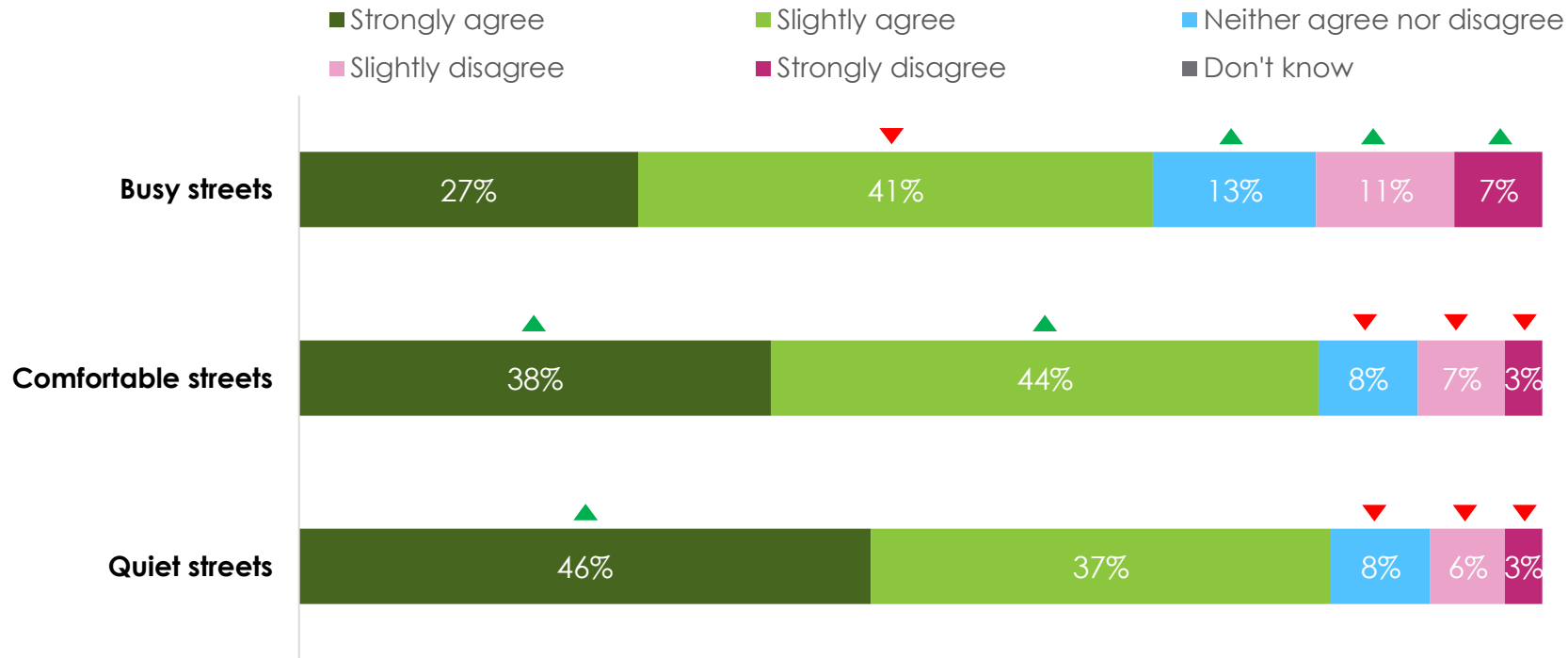
Highlight the key areas of interest

Significant difference to average at 95% CI

Base: Busy streets (3,397), Comfortable streets (1,823), Quiet streets (1,130)

“This street provides a good environment for people to walk in”

Quiet streets provide the best environment for people to walk in

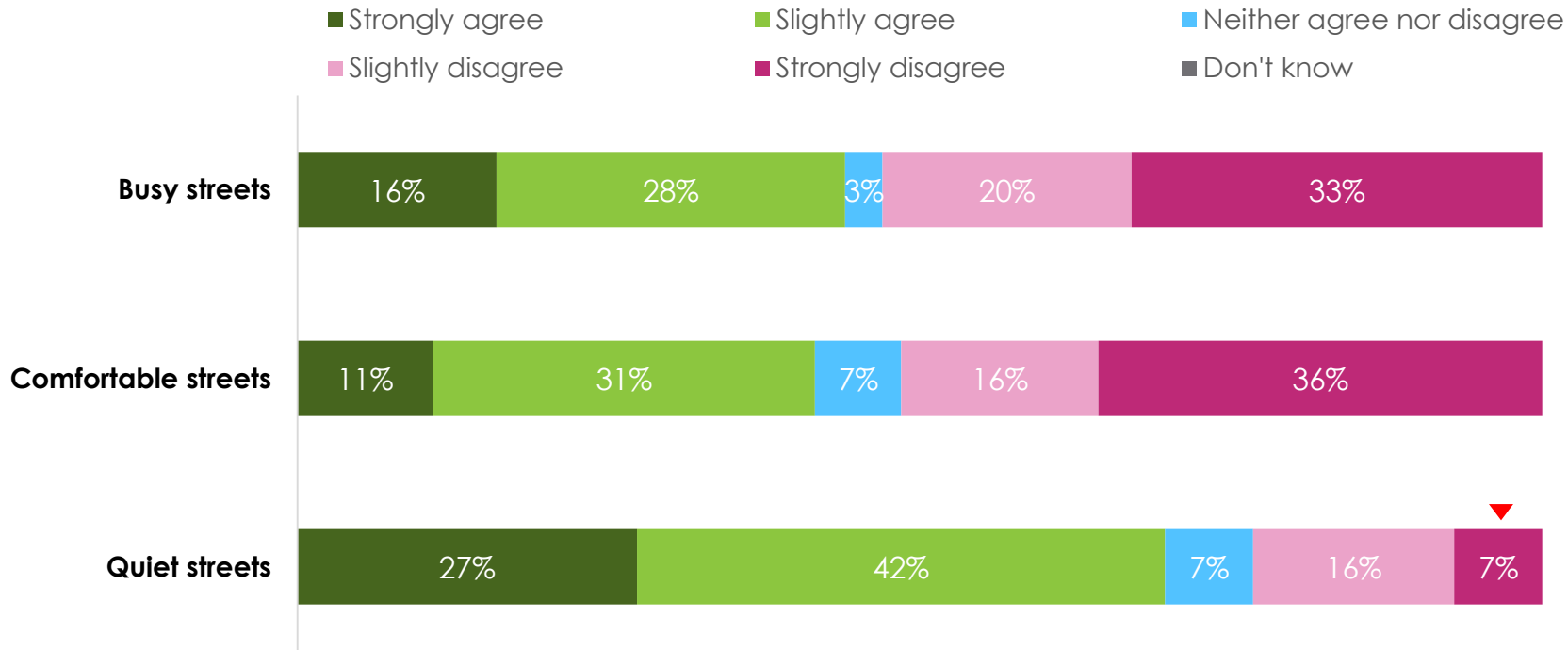


Base: Busy streets (3,397), Comfortable streets (1,823), Quiet streets (1,130)

▲ ▼ Significant difference to average at 95% CI

“This street provides a good environment for people to cycle in”

Quiet streets provide the best cycling environment while comfortable and busy streets perform similarly



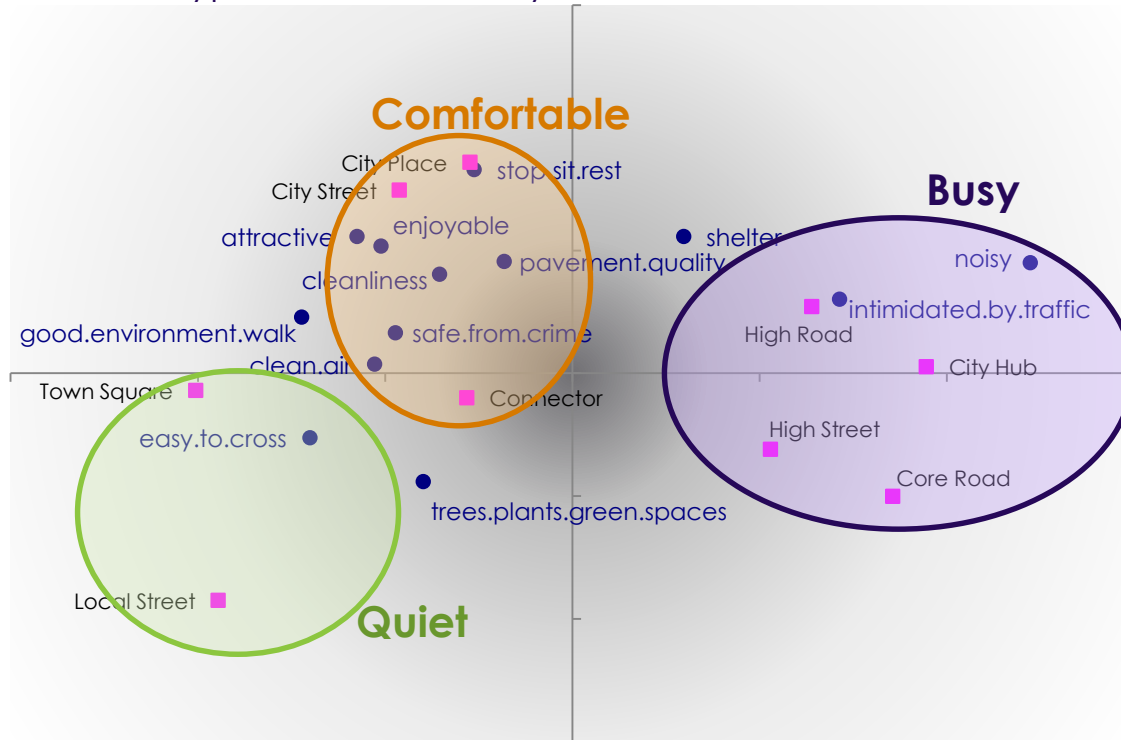
Please note question is not input for the cluster solution. Only asked for some sites.

Base: Cyclists on Busy streets (163), Comfortable streets (45), Quiet streets (55)

▲ ▼ Significant difference to average at 95% CI

Street type / healthy street indicators mapping

The map is a simplified visual representation of similarities (and differences) in the performance of the street types on the healthy streets indicators



- The map is a **Principal Components Analysis (PCA) biplot** which summarises the emerging patterns in the data in terms of how the street types differ by healthy street indicators
- This is a **simplified** (two dimensional) representation of a **three dimensional chart**, therefore the two axis are visual guides and where the two axis cross is a theoretical mid point
- The **further away** an indicator is **from the central point** in the map, the more distinctive it is and the more it differentiates one street type from another
- Where indicators are on **opposing sides** of the chart (eg 'intimidated by traffic' and 'easy to cross') they are **contrary** to each other
- Street types that are **close together** have similar scores on the indicators they are close to
- **Street type clusters** have been hand-drawn on the map to show how streets group together
- This map has **NOT been used to define the clusters**

Base: Core Road (1,124), High Road (569), City Hub (833), Connector (807), High Street (871), City Street (574), Local Street (703), Town Square (427), City Place (442)



Key driver analysis



Methodology

Key driver analysis was performed to determine the impact individual indicators have on overall

1 Input

- Performance of healthy street indicators for 9 street types:
 - Overall satisfaction
 - Attractiveness
 - Clean air
 - Noise
 - Enjoyability
 - Ease of crossing
 - Places to stop
 - Shade & shelter
 - Safety
 - Intimidation by traffic
 - Cleanliness
 - Green spaces
 - Pavements

2 Analysis

- Key driver analysis identifies the importance of the healthy street indicators in driving overall satisfaction with the street environment
- The sum of the importance of all indicators adds up to 100

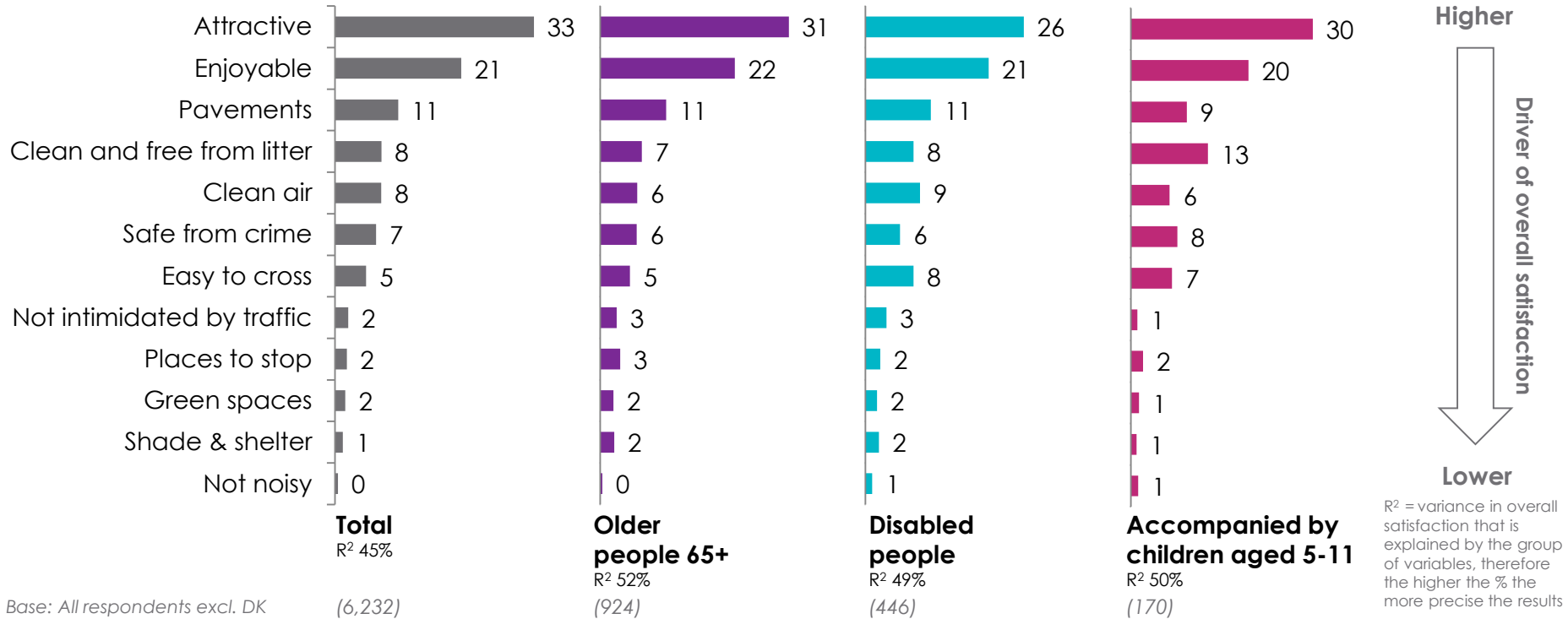
3 Output

- Key drivers are presented for
 - Total sample
 - Older people aged 65+
 - Disabled people
 - Those accompanied by children aged 5-11
 - 9 street types
 - 3 street clusters
- R^2 = variance in overall satisfaction that is explained by the group of variables, therefore the higher the % the more precise the results

Which indicators drive overall satisfaction?

Total and by demographics

Attractiveness and enjoyment are the main drivers of overall satisfaction with the street environment



Base: All respondents excl. DK

(6,232)

(924)

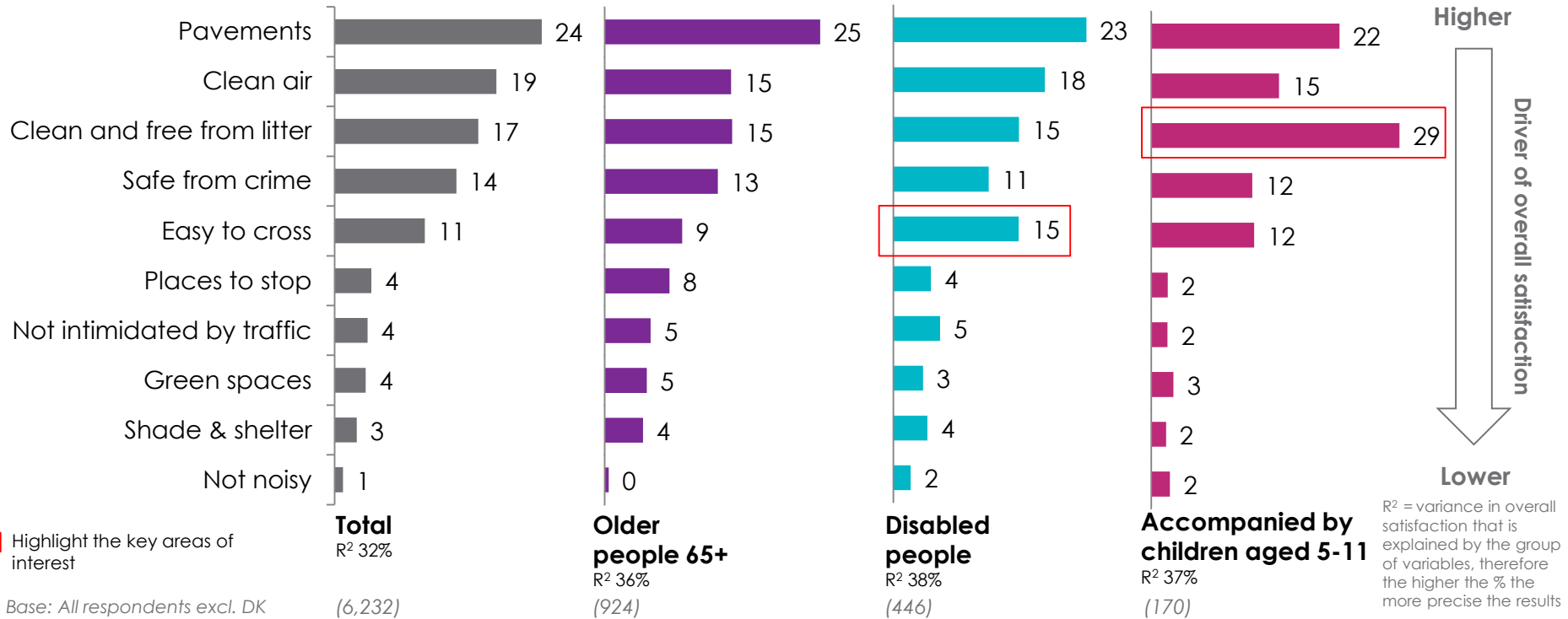
(446)

(170)

Which indicators drive overall satisfaction?

Total and by demographics - attractiveness and enjoyment removed

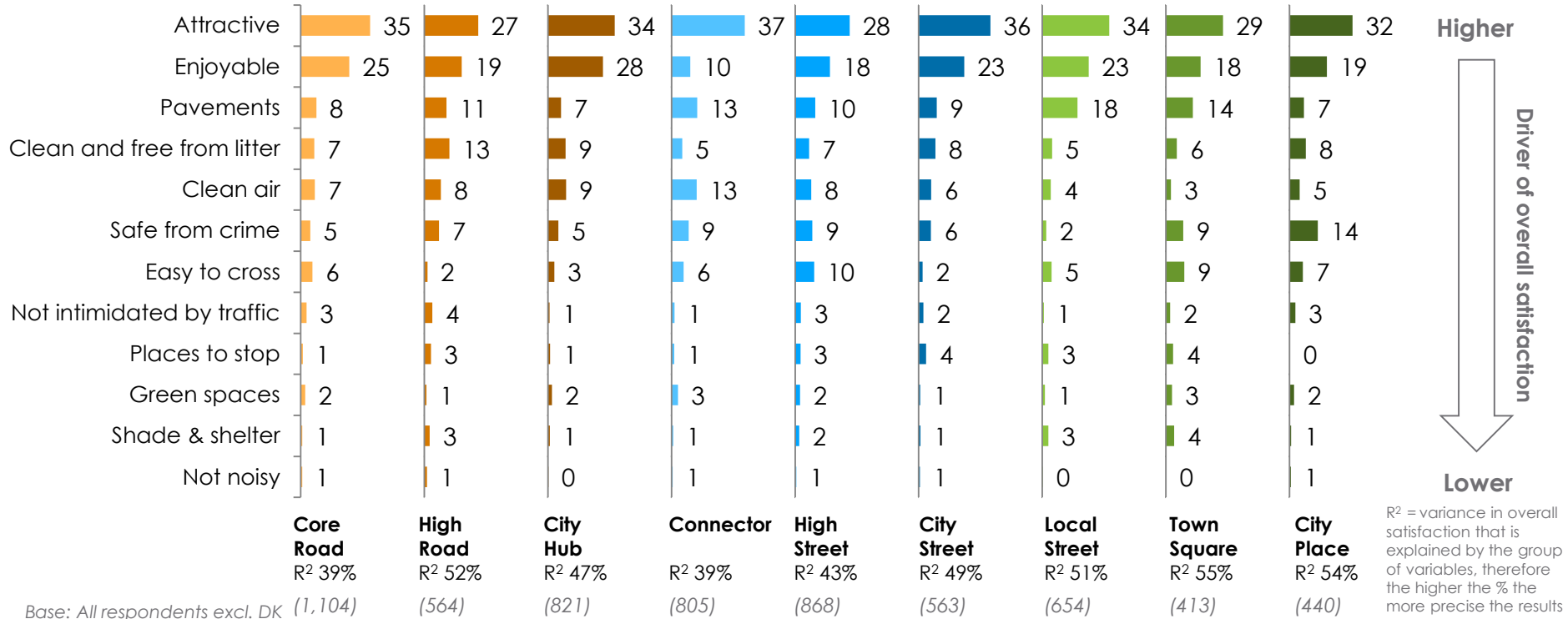
When not considering attractiveness and enjoyment, the condition of pavements and cleanliness are most responsible for driving overall satisfaction. Among disabled people, ease of crossing the street plays a more important role and for those accompanied by children aged 5-11 cleanliness is most relevant



Which indicators drive overall satisfaction?

By street type

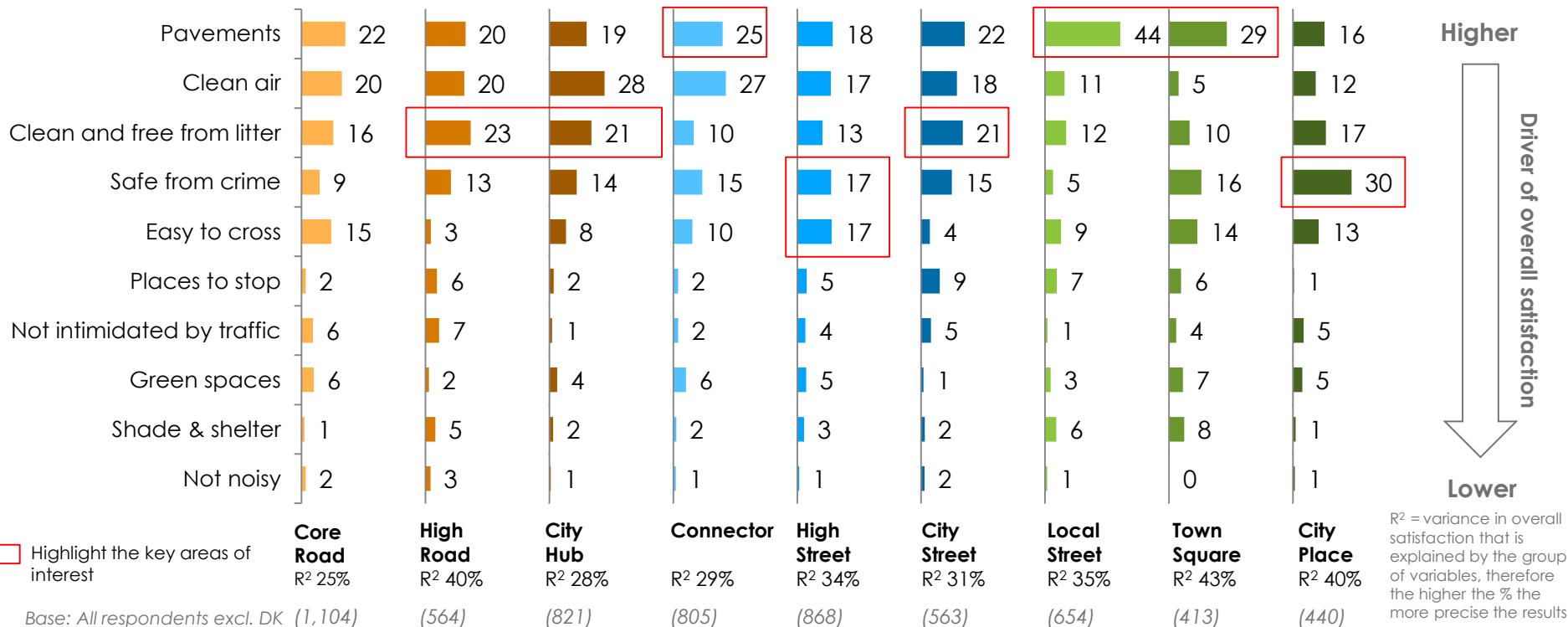
Attractiveness is the main driver of overall satisfaction with the street environment for all street types. With the exception of Connectors, enjoyment is the second driver



Which indicators drive overall satisfaction?

By street type – attractiveness and enjoyment removed

When not considering attractiveness and enjoyment, differences between street types become more apparent. Pavements are particularly important for Local Streets, Town Squares and Connectors. Cleanliness is key on High Roads and City Hubs while ease of crossing is more important on High Streets. Safety is key on City Places

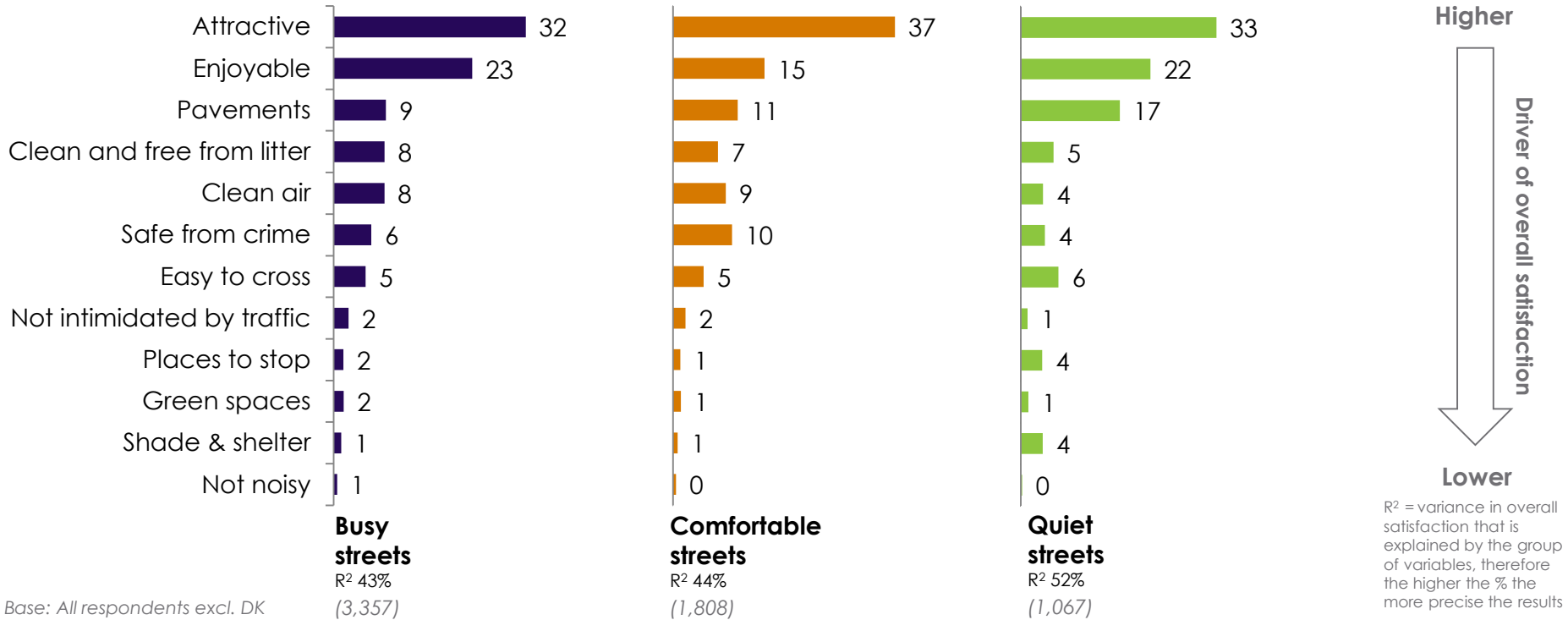


Base: All respondents excl. DK (1,104)

Which indicators drive overall satisfaction?

By street type clusters

Attractiveness and enjoyment are the main drivers of overall satisfaction with the street environment for all three street clusters



Base: All respondents excl. DK

(3,357)

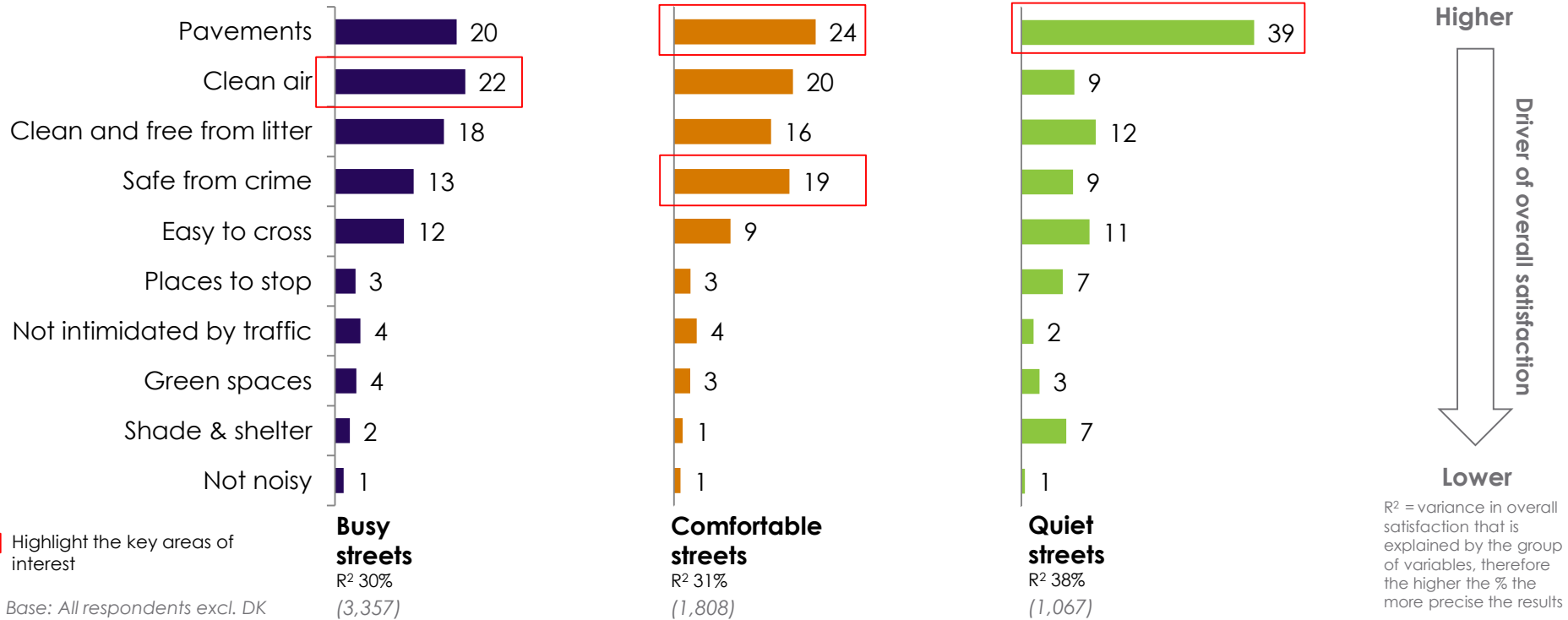
(1,808)

(1,067)

Which indicators drive overall satisfaction?

By street type clusters – attractiveness and enjoyment removed

When not considering attractiveness and enjoyment, the quality of pavements is most likely to drive overall satisfaction on comfortable streets and particularly on quiet streets, while perceptions of clean air are more important on busy streets



Interrelationship between indicators

Journey purpose is not a significant driver of overall satisfaction but it does impact on perceptions of attractiveness, noise, enjoyability, ease of crossing, safety and pavements on a street. Street type has an impact on all indicators including overall satisfaction

	Overall Satisfaction	Attractive	Clean air	Not noisy	Enjoyable	Easy to cross	Places to stop	Shade & shelter	Safe from crime	Not intimidated by traffic	Clean and free from litter	Green spaces	Pavements
R ²	45%	51%	33%	21%	48%	27%	47%	44%	26%	22%	35%	25%	37%
Purpose of visit	✗	✓	✗	✓	✓	✓	✗	✗	✓	✗	✗	✗	✓
Street type	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Attractive	✓	NA	✓	✓	✓	✗	✗	✗	✗	✗	✓	✓	✓
Clean air	✓	✓	NA	✗	✓	✓	✗	✓	✓	✗	✓	✓	✗
Not noisy	✗	✓	✗	NA	✗	✓	✗	✓	✗	✓	✗	✓	✗
Enjoyable	✓	✓	✓	✗	NA	✓	✓	✗	✓	✗	✓	✓	✓
Easy to cross	✓	✗	✓	✓	✓	NA	✓	✓	✓	✓	✗	✗	✓
Places to stop	✗	✗	✗	✗	✓	✓	NA	✓	✓	✗	✗	✓	✗
Shade & shelter	✗	✗	✓	✓	✗	✓	✓	NA	✓	✓	✗	✗	✓
Safe from crime	✓	✗	✓	✗	✓	✓	✓	✓	NA	✓	✓	✗	✓
Not intimidated by traffic	✓	✗	✗	✓	✗	✓	✗	✓	✓	NA	✗	✓	✓
Clean and free from litter	✓	✓	✓	✗	✓	✗	✗	✗	✓	✗	NA	✓	✓
Green spaces	✓	✓	✓	✓	✓	✗	✓	✗	✗	✓	✓	NA	✓
Pavements	✓	✓	✗	✗	✓	✓	✗	✓	✓	✓	✓	✓	NA

Base: All respondents (6,350)

✓ Significant driver

✗ Not significant driver

R² = variance in overall satisfaction that is explained by the group of variables, therefore the higher the % the more precise the results

The background is a solid, vibrant orange. On the right side, there are several overlapping geometric shapes. A large white shape, resembling a stylized arrow or a chevron pointing left, is partially obscured by a smaller, solid orange shape that overlaps it from the right. The overall composition is minimalist and modern.

What does 'good' look like?

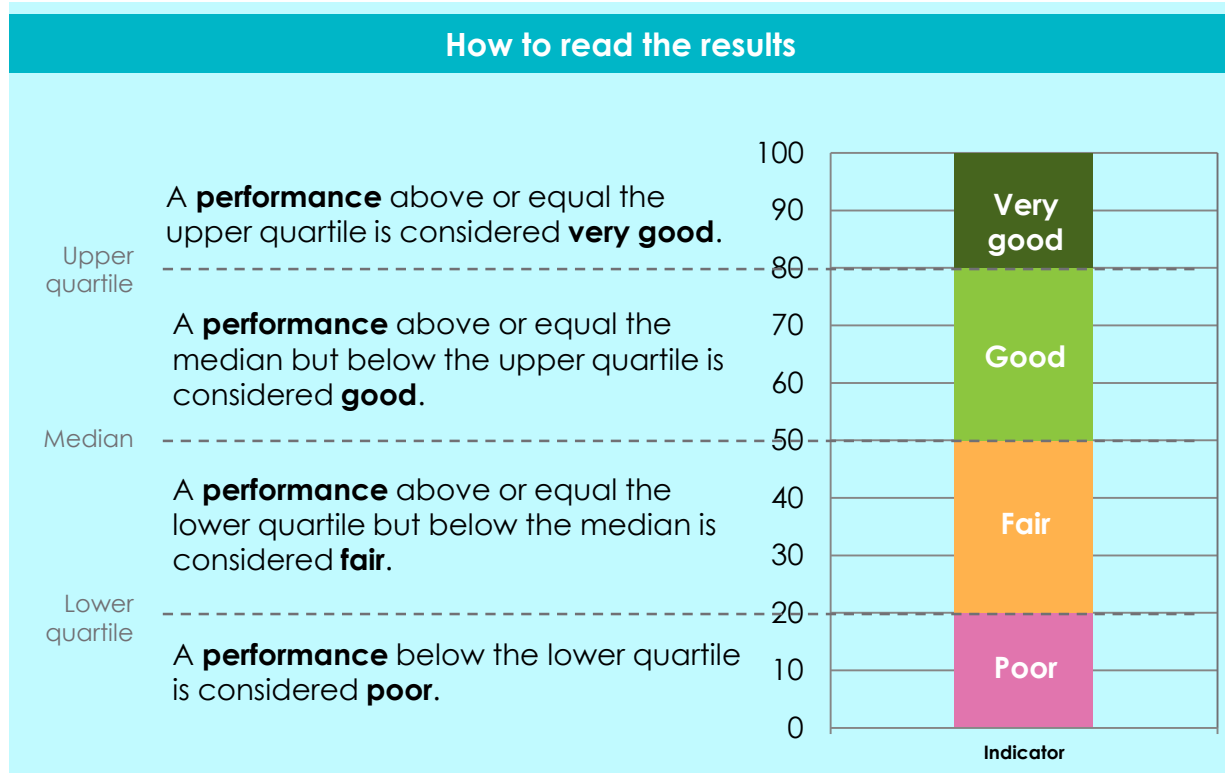


What does 'good' look like?

Applying the quartile approach, guidelines for each indicator were established

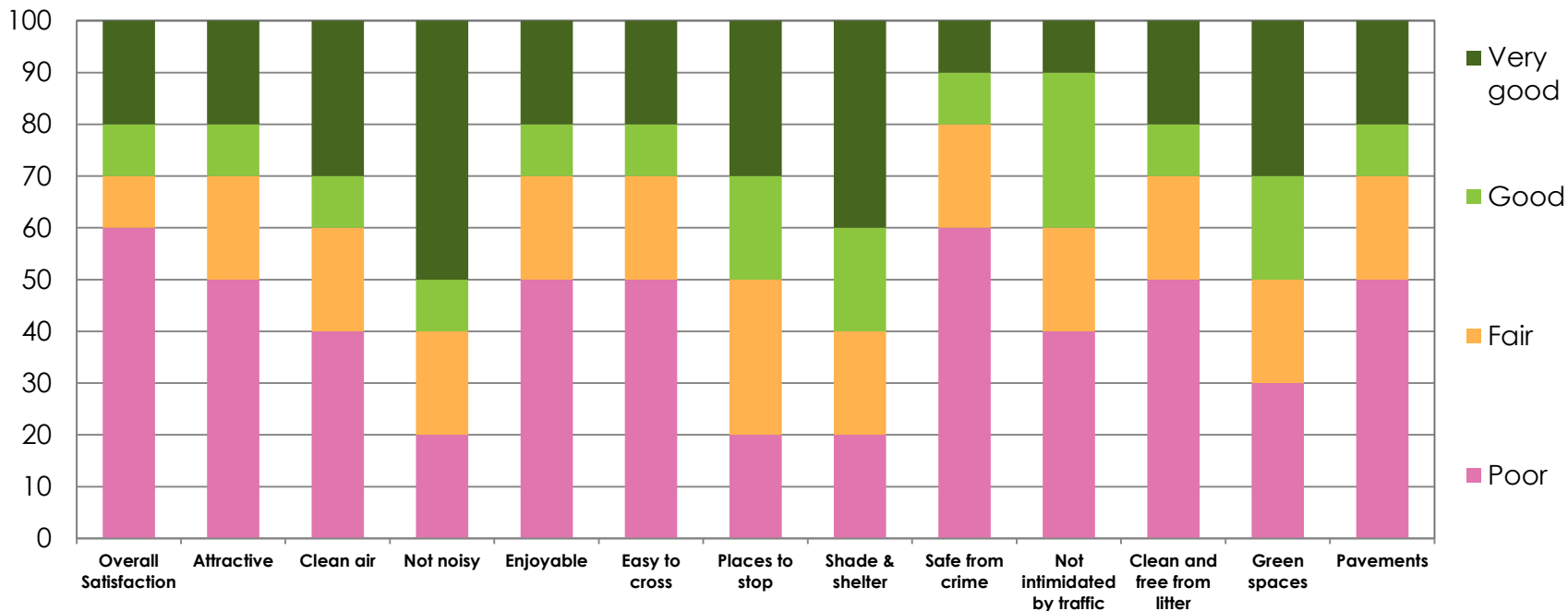
The quartile approach

- **Quartiles** of a ranked set of data values are the three points that divide the data set into four equal groups, each group comprising a quarter of the data
- The **upper quartile** splits off the highest 25% from the lowest 75%
- The **median** is the middle point that cuts the data set in half
- The **lower quartile** splits off the lowest 25% from the highest 75%



What does 'good' look like?

A good performance requires a minimum score of 70 on many of the indicators. Safe from crime needs a performance of at least 80 to be good while the threshold is lower for clean air and not intimidated by traffic (60), places to stop and green spaces (50), not noisy and shade & shelter (40)



Base: All respondents (6,350)

What does 'good' look like? – Overview of all street types

Low movement street types tend to perform better than higher movement street types

See slides 32-44 for more detail

	Overall satisfaction	Attractive	Clean air	Not noisy	Enjoyable	Easy to cross	Places to stop	Shade & shelter	Safe from crime and antisocial behaviour	Not too intimidated by traffic	Clean and free from litter	Green spaces	Pavements
Core Road	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Green	Orange
High Road	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Green	Orange	Orange	Orange	Orange	Orange
City Hub	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Green	Orange	Green	Orange	Orange	Orange
Connector	Green	Orange	Green	Green	Orange	Orange	Orange	Green	Orange	Green	Orange	Green	Orange
High Street	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Green	Orange	Green	Orange	Orange	Orange
City Street	Green	Green	Orange	Green	Green	Orange	Green	Green	Orange	Green	Orange	Green	Orange
Local Street	Green	Orange	Green	Very good	Orange	Green	Orange	Orange	Orange	Green	Orange	Green	Orange
Town Square	Green	Orange	Green	Very good	Orange	Green	Orange	Orange	Orange	Green	Green	Orange	Orange
City Place	Green	Green	Green	Orange	Green	Orange	Orange	Green	Orange	Green	Orange	Orange	Green
Busy streets	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Green	Orange	Orange	Orange	Orange	Orange
Comfortable streets	Green	Orange	Orange	Green	Orange	Orange	Green	Green	Orange	Green	Orange	Green	Orange
Quiet streets	Green	Orange	Green	Very good	Orange	Green	Orange	Orange	Orange	Green	Orange	Green	Orange

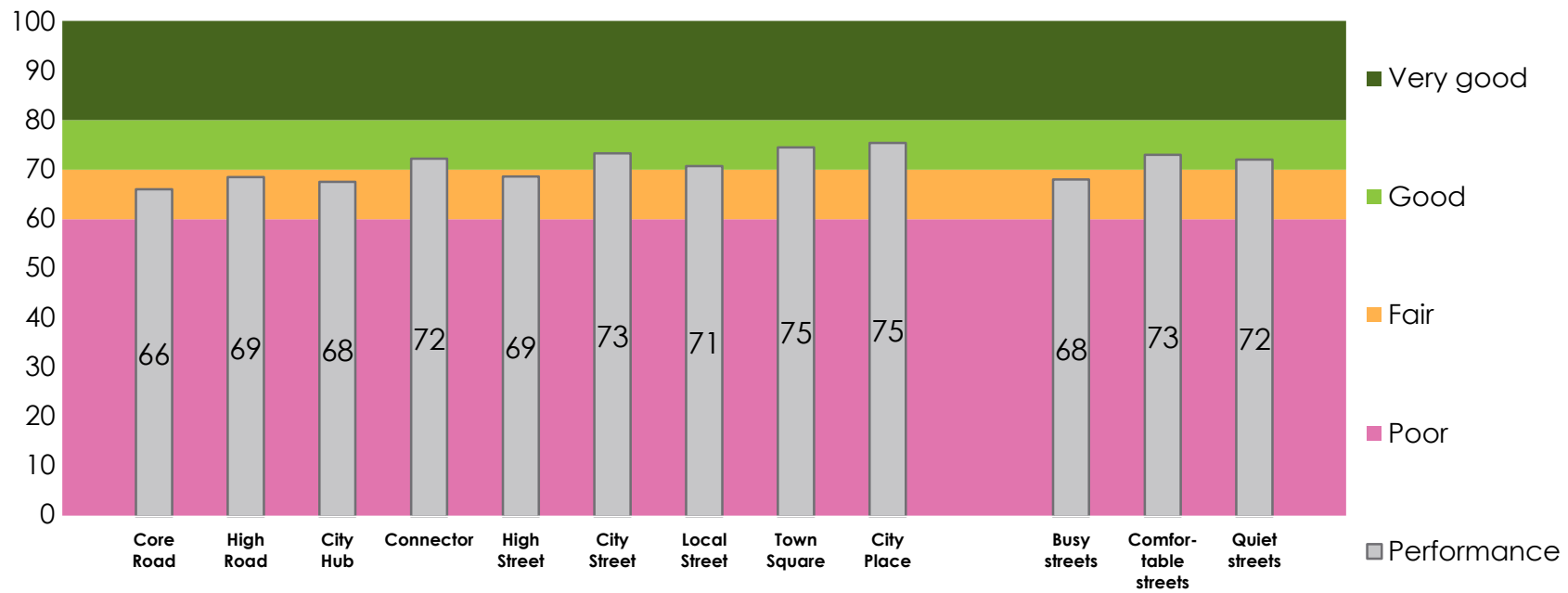
Base: Core Road (1,124), High Road (569), City Hub (833), Connector (807), High Street (871), City Street (574), Local Street (703), Town Square (427), City Place (442), Busy streets (3,397), Comfortable streets (1,823), Quiet streets (1,130)

Very good
 Fair
 Good
 Poor



What does 'good' look like? – Overall satisfaction

Connectors, City Streets, Local Streets, Town Squares and City Places perform well on overall satisfaction

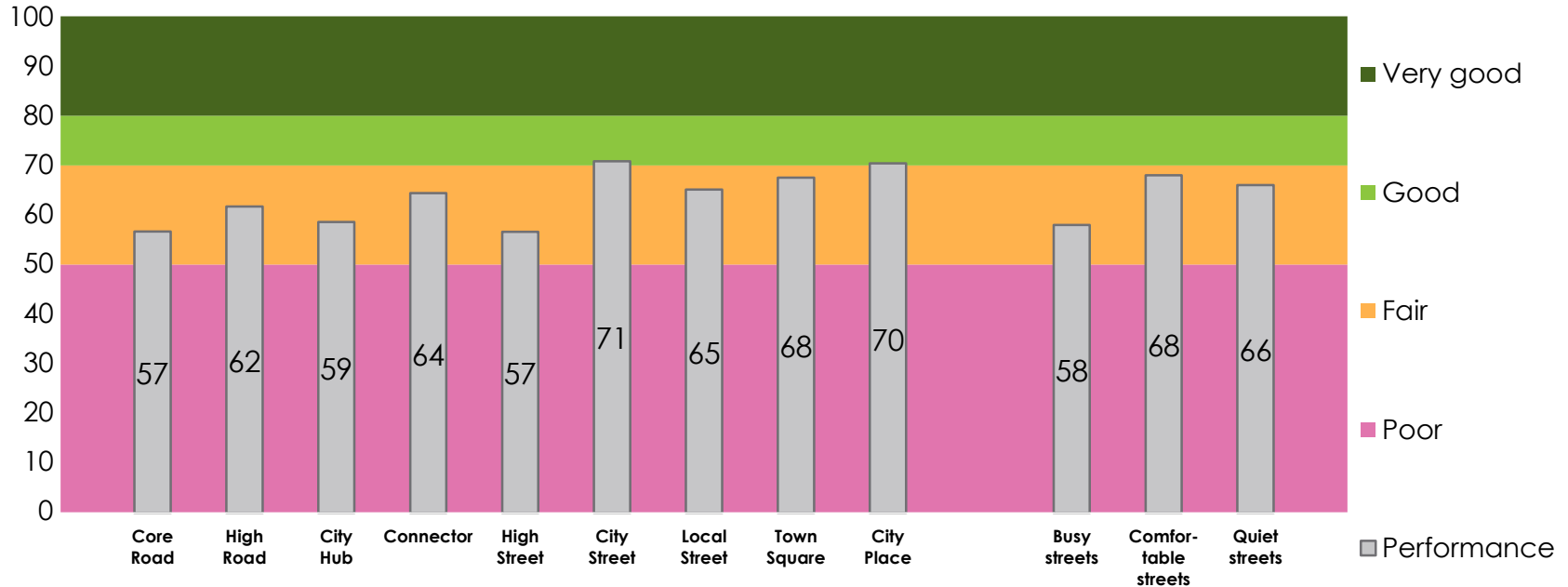


Base: Core Road (1,124), High Road (569), City Hub (833), Connector (807), High Street (871), City Street (574), Local Street (703), Town Square (427), City Place (442), Busy streets (3,397), Comfortable streets (1,823), Quiet streets (1,130)



What does 'good' look like? – Attractive

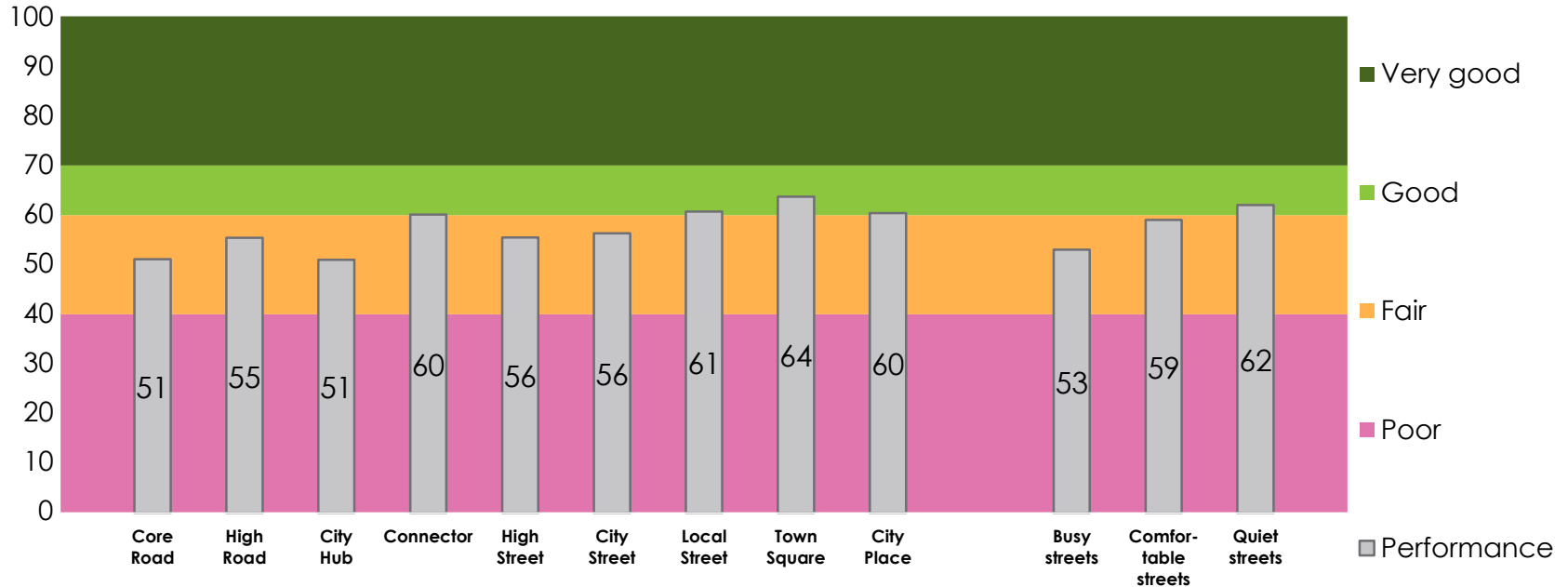
City Streets and City Place are considered attractive



Base: Core Road (1,124), High Road (569), City Hub (833), Connector (807), High Street (871), City Street (574), Local Street (703), Town Square (427), City Place (442), Busy streets (3,397), Comfortable streets (1,823), Quiet streets (1,130)

What does 'good' look like? – Clean air

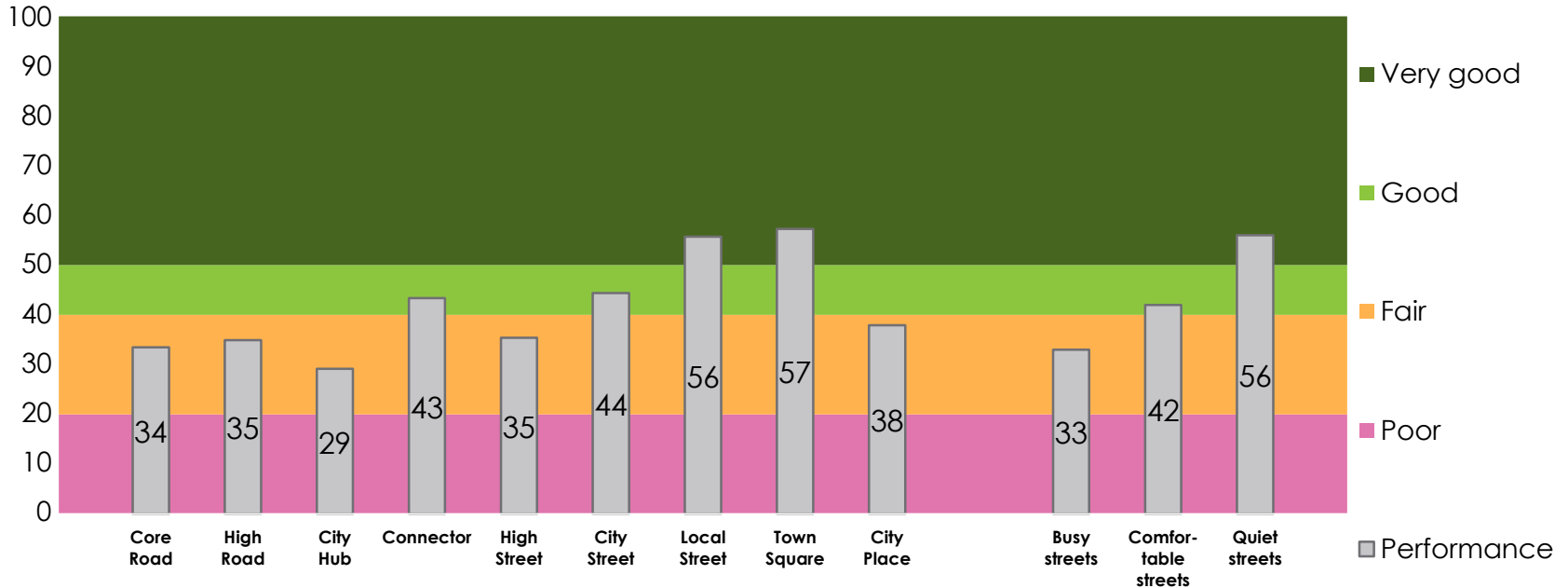
Town Squares, Local Streets, Connectors and City Places achieve a good rating for clean air



Base: Core Road (1,124), High Road (569), City Hub (833), Connector (807), High Street (871), City Street (574), Local Street (703), Town Square (427), City Place (442), Busy streets (3,397), Comfortable streets (1,823), Quiet streets (1,130)

What does 'good' look like? – Not noisy

Very good ratings for Local Streets and Town Squares on noise levels, Connectors and City Streets are good

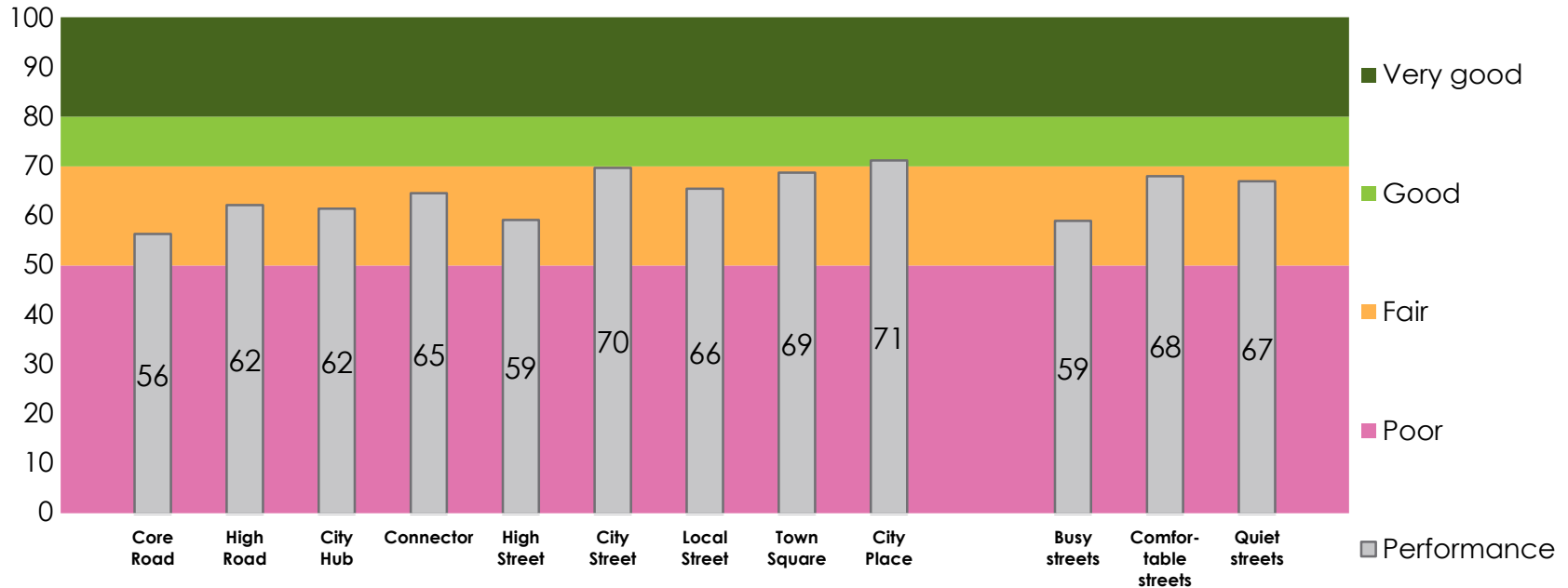


Base: Core Road (1,124), High Road (569), City Hub (833), Connector (807), High Street (871), City Street (574), Local Street (703), Town Square (427), City Place (442), Busy streets (3,397), Comfortable streets (1,823), Quiet streets (1,130)



What does 'good' look like? – Enjoyable

City Streets and City Places are most enjoyable street types, Town Squares follow closely



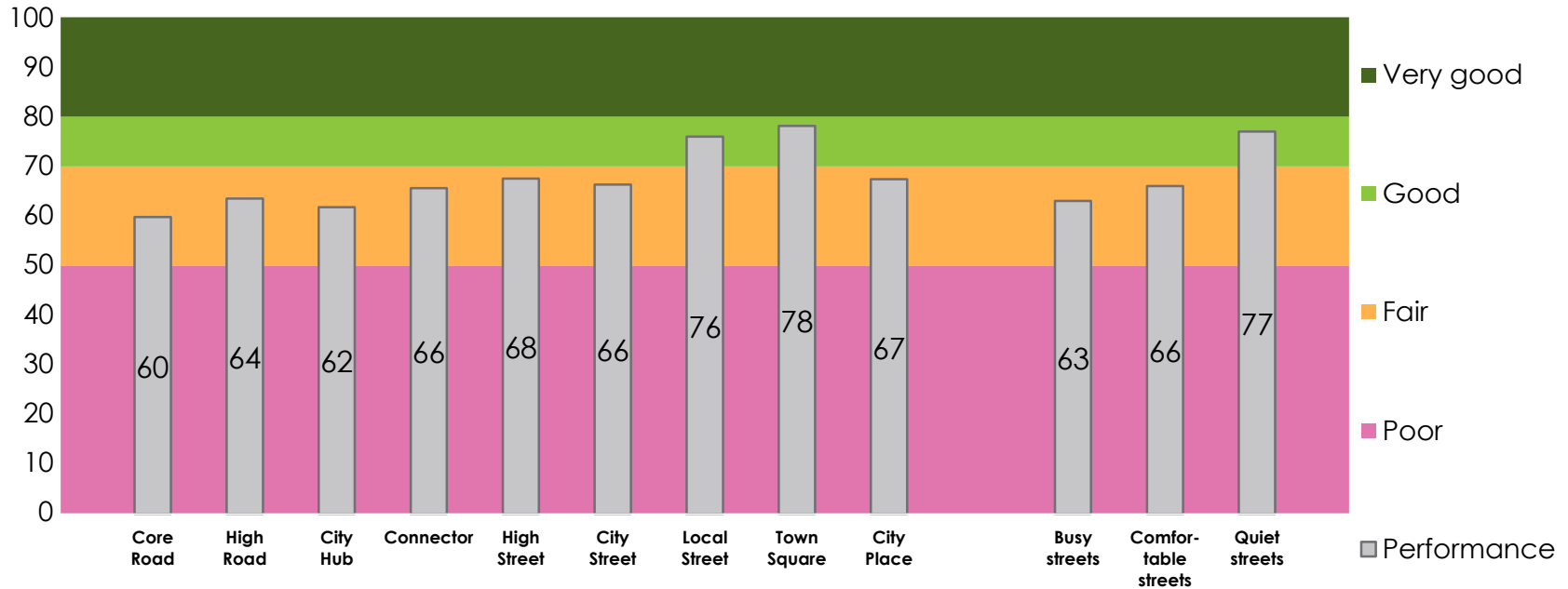
Base: Core Road (1,124), High Road (569), City Hub (833), Connector (807), High Street (871), City Street (574), Local Street (703), Town Square (427), City Place (442), Busy streets (3,397), Comfortable streets (1,823), Quiet streets (1,130)





What does 'good' look like? – Easy to cross

Local Streets and Town Squares are easy to cross

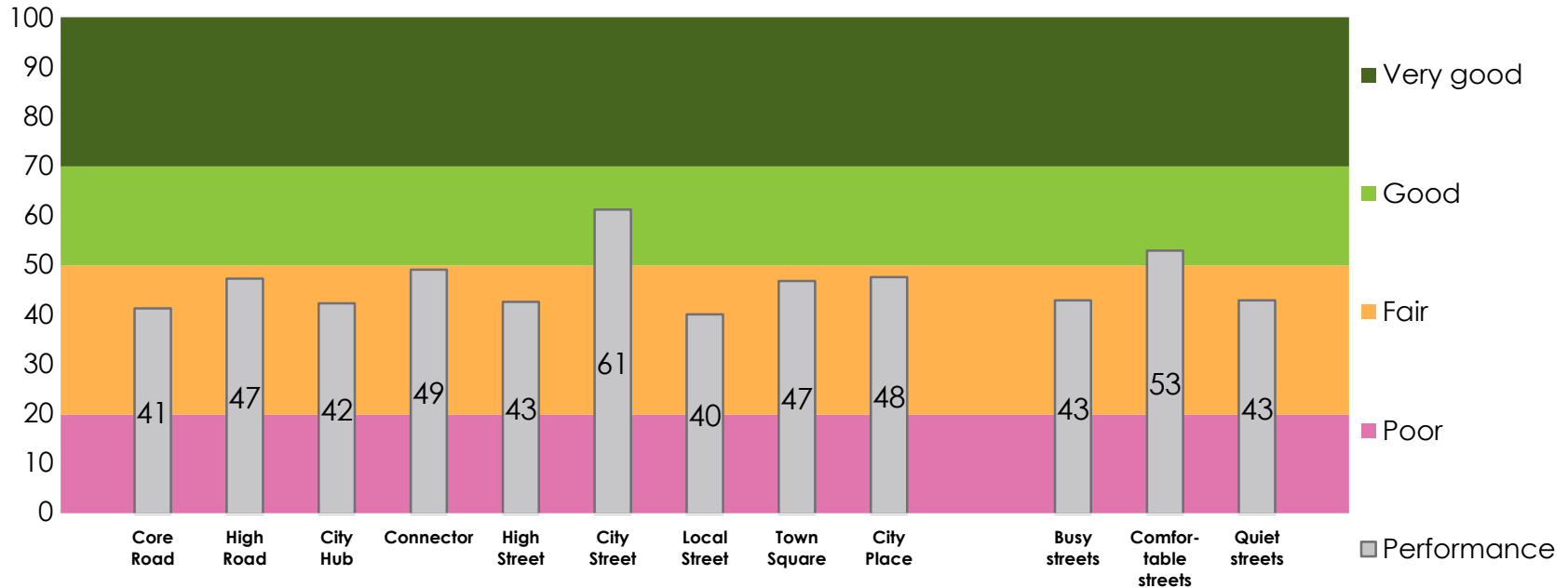


Base: Core Road (1,124), High Road (569), City Hub (833), Connector (807), High Street (871), City Street (574), Local Street (703), Town Square (427), City Place (442), Busy streets (3,397), Comfortable streets (1,823), Quiet streets (1,130)



What does 'good' look like? – Places to stop

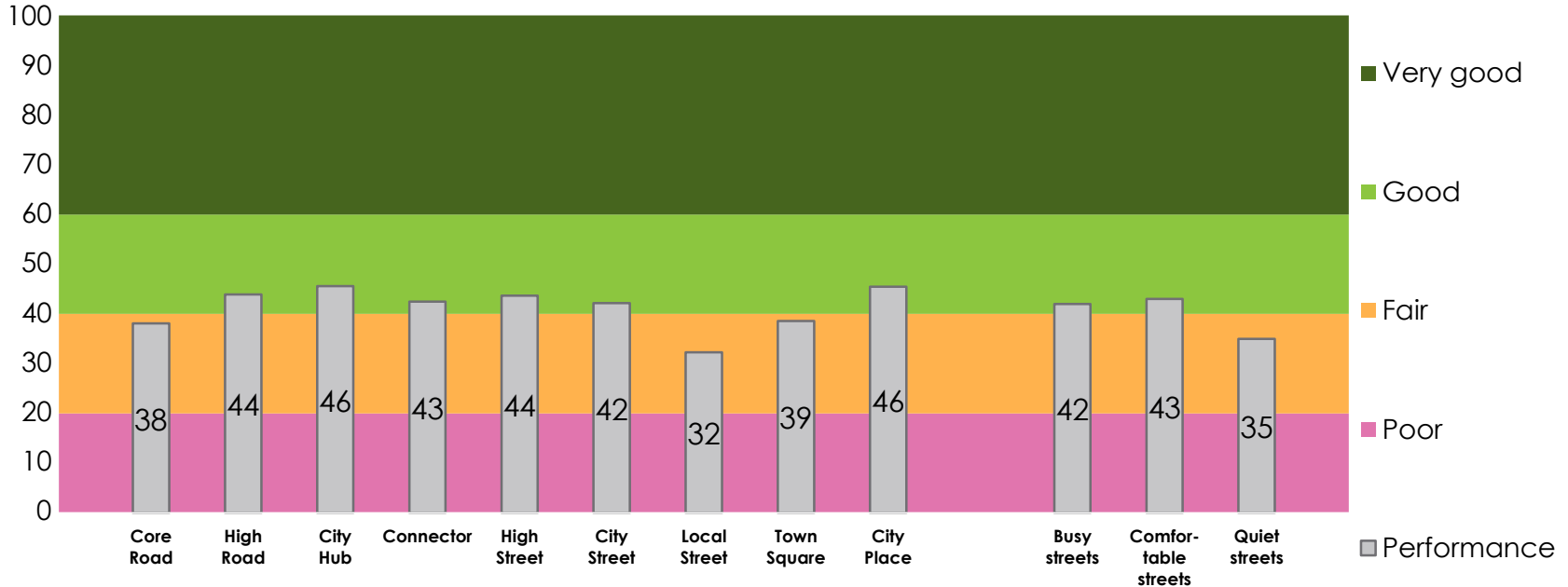
City Streets are the only street type that receive a good rating on places to stop although Connectors are very close



Base: Core Road (1,124), High Road (569), City Hub (833), Connector (807), High Street (871), City Street (574), Local Street (703), Town Square (427), City Place (442), Busy streets (3,397), Comfortable streets (1,823), Quiet streets (1,130)

What does 'good' look like? – Shade & shelter

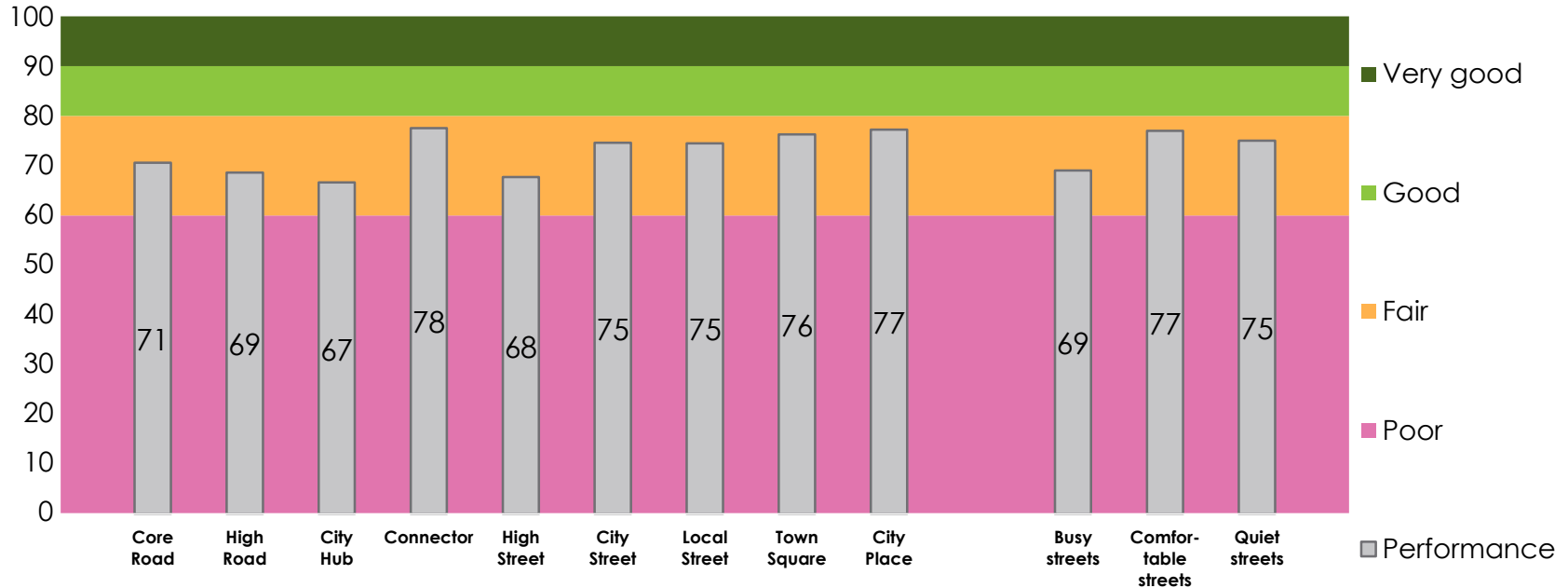
With 50% of people giving the streets a rating on shade & shelter of only 40 and higher, most street types are considered good



Base: Core Road (1,124), High Road (569), City Hub (833), Connector (807), High Street (871), City Street (574), Local Street (703), Town Square (427), City Place (442), Busy streets (3,397), Comfortable streets (1,823), Quiet streets (1,130)

What does 'good' look like? – Safe from crime

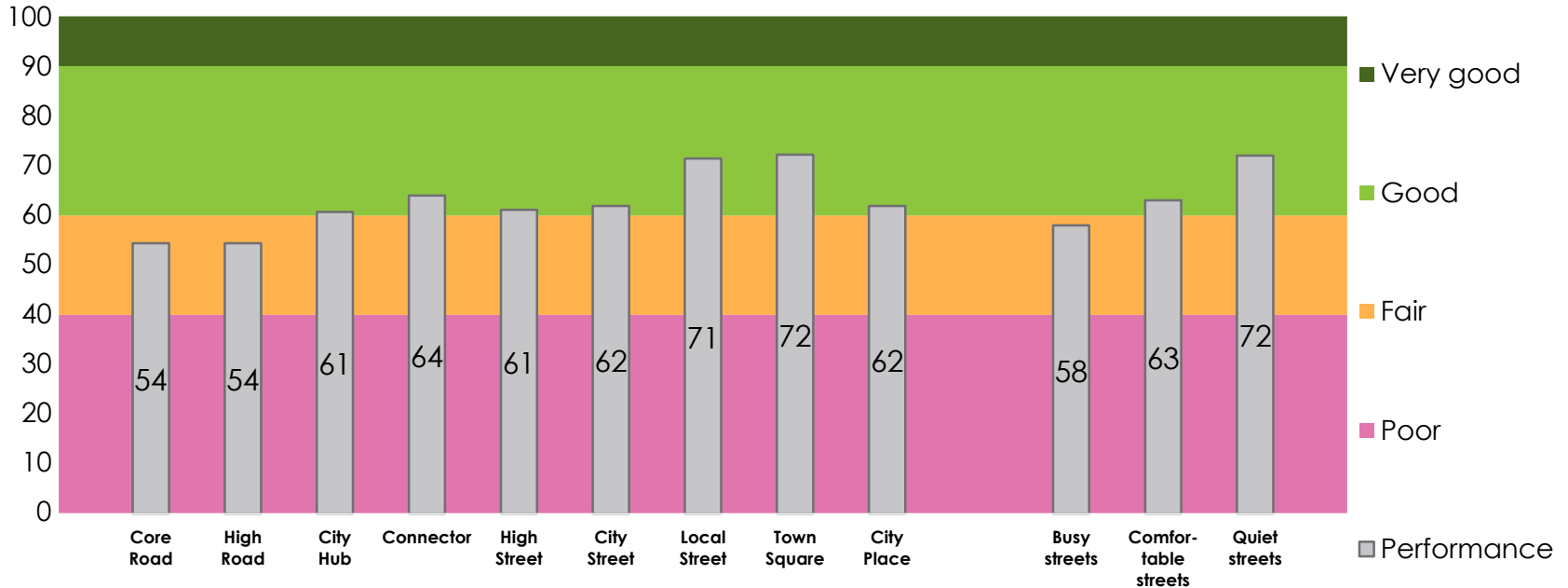
50% of respondents gave the streets a safety rating of 80 and higher. However, averages by street type don't exceed 78 and are thus considered fair performers



Base: Core Road (1,124), High Road (569), City Hub (833), Connector (807), High Street (871), City Street (574), Local Street (703), Town Square (427), City Place (442), Busy streets (3,397), Comfortable streets (1,823), Quiet streets (1,130)

What does 'good' look like? – Not intimidated by traffic

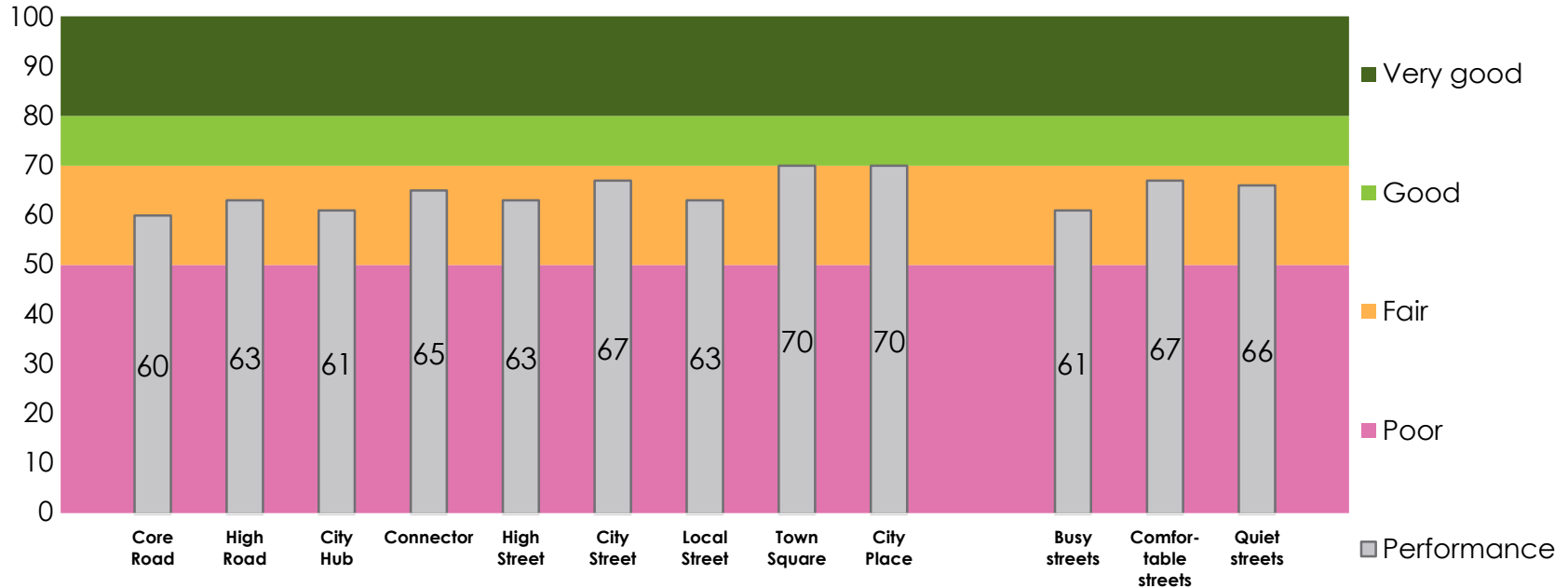
Town Squares, Local Streets and Connectors do best on not intimidating pedestrians by traffic



Base: Core Road (1,124), High Road (569), City Hub (833), Connector (807), High Street (871), City Street (574), Local Street (703), Town Square (427), City Place (442), Busy streets (3,397), Comfortable streets (1,823), Quiet streets (1,130)

What does 'good' look like? – Clean and free from litter

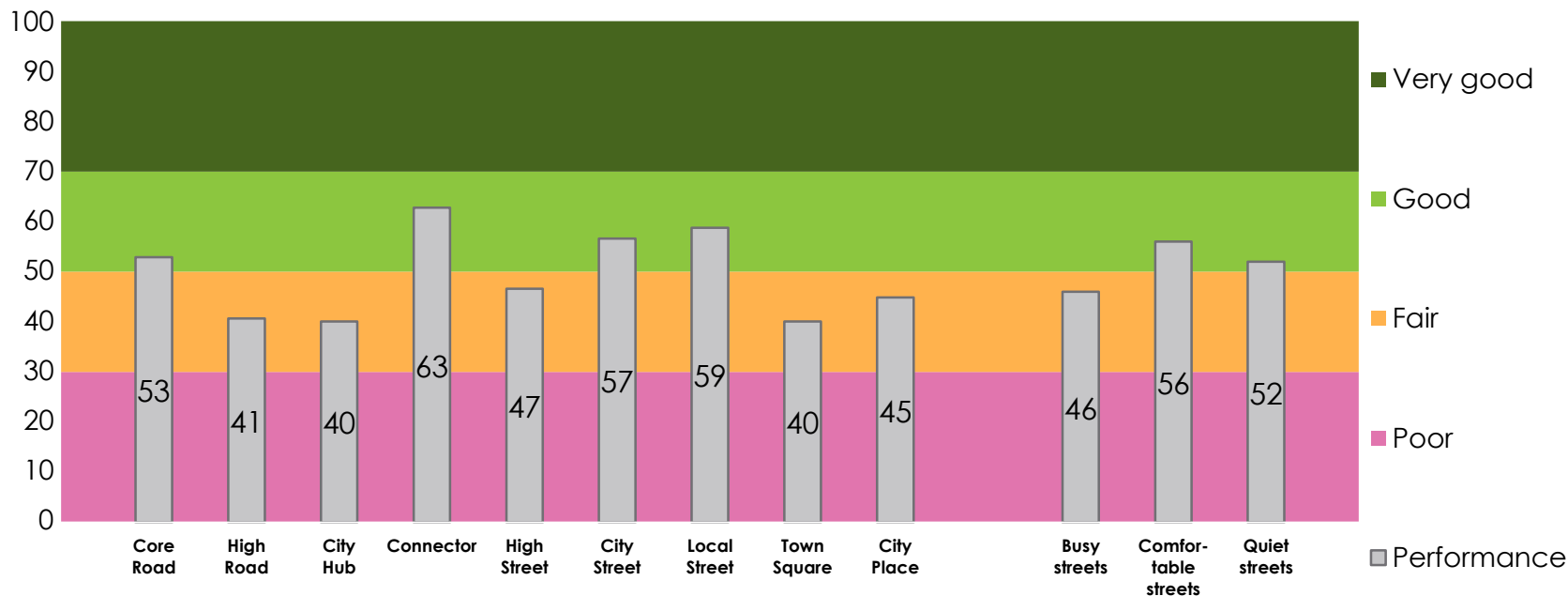
Town Squares and City Places are considered clean and free from litter



Base: Core Road (1,124), High Road (569), City Hub (833), Connector (807), High Street (871), City Street (574), Local Street (703), Town Square (427), City Place (442), Busy streets (3,397), Comfortable streets (1,823), Quiet streets (1,130)

What does 'good' look like? – Green spaces

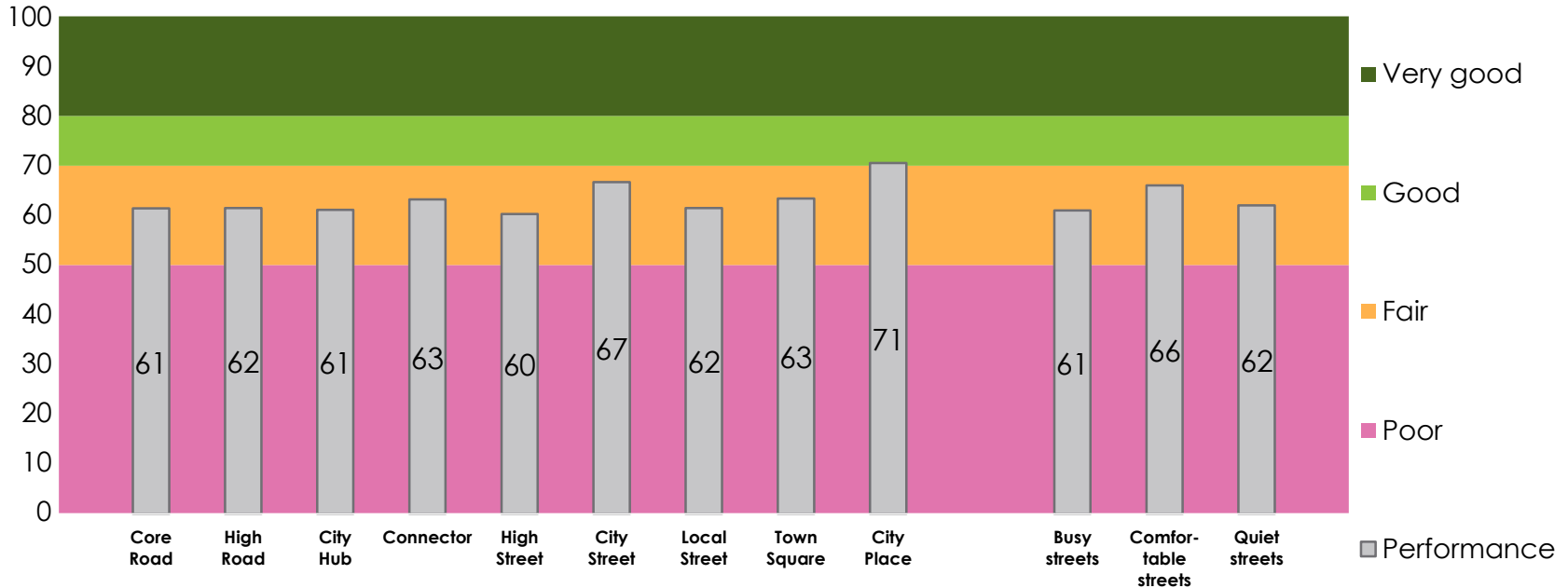
Trees, plants and green spaces are performing well on Connectors, City Streets, Local Streets and Core Roads



Base: Core Road (1,124), High Road (569), City Hub (833), Connector (807), High Street (871), City Street (574), Local Street (703), Town Square (427), City Place (442), Busy streets (3,397), Comfortable streets (1,823), Quiet streets (1,130)

What does 'good' look like? – Pavements

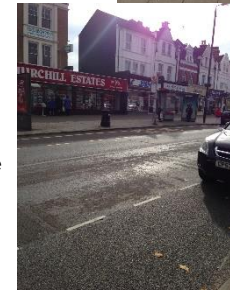
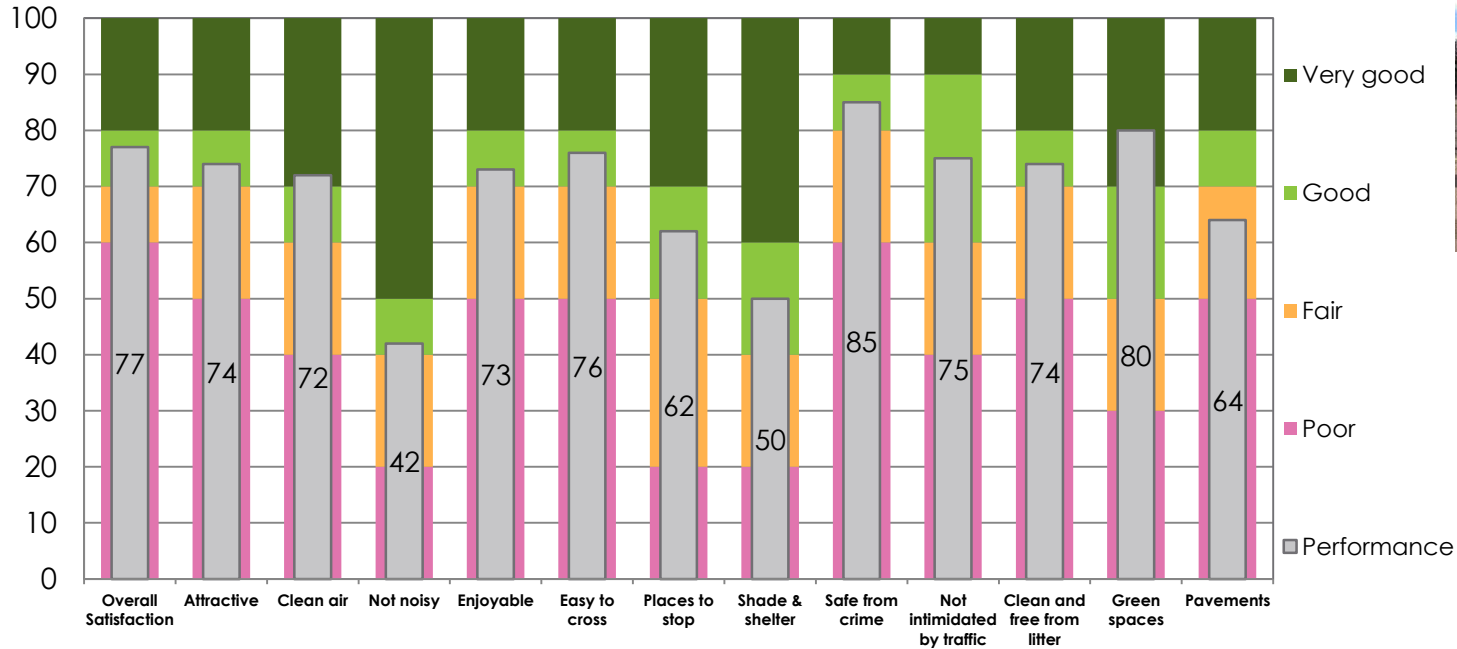
The quality of pavements is rated good on City Places; all other street types receive a fair rating



Base: Core Road (1,124), High Road (569), City Hub (833), Connector (807), High Street (871), City Street (574), Local Street (703), Town Square (427), City Place (442), Busy streets (3,397), Comfortable streets (1,823), Quiet streets (1,130)

Example of a 'good' street: Chingford Town Centre

Chingford Town Centre performs well or very well on all indicators, with the exception of quality of pavements



Base: all respondents in Chingford Town Centre (142)



Appendix 1: List of survey sites

List of survey sites

Scheme	Borough	Street	Type of street
RTF tracker	CAMDEN	Camden High Street	City Hub
RTF tracker	HARINGEY	A105 High Road	City Hub
Mini Hollands	WALTHAM FOREST	Walthamstow Town Centre	City Hub
20mph	BRIXTON	Brixton High Street (west side)	City Hub
20mph	BRIXTON	Brixton High Street (east side)	City Hub
MTS 2016	WESTMINSTER	Bridge Street	City Hub
MTS 2016	WESTMINSTER	Victoria Embankment	City Hub
RTF tracker	HAMMERSMITH & FULHAM	Shepherd's Bush Market	City Place
Cycle Grid	LAMBETH	Baylis Road (B300)	City Place
MTS 2016	WESTMINSTER	Exhibition Road	City Place
MTS 2016	WESTMINSTER	James Street	City Place
MTS 2016	WESTMINSTER	A400 Trafalgar Square	City Place
RTF tracker	SOUTHWARK	Bermondsey Street	City Street
MTS 2016	KENSINGTON & CHELSEA	Exhibition Road	City Street
MTS 2016	KENSINGTON & CHELSEA	Kings Road	City Street
MTS 2016	GREENWICH	Greenwich High Road	City Street
RTF tracker	HAVERING	South End Road	Connector
Mini Hollands	KINGSTON	Portsmouth Road	Connector
Mini Hollands	KINGSTON	New Malden Fountain roundabout	Connector
Mini Hollands	WALTHAM FOREST	Chingford Town Centre	Connector
MTS 2016	CAMDEN	York Way	Connector
MTS 2016	CAMDEN	High Holborn	Connector
RTF tracker	HACKNEY	A107 Lower Clapton Road	Core Road
RTF tracker	HARROW	Sudbury Village	Core Road
RTF tracker	BROMLEY	A21 Farnborough Way	Core Road
Mini Hollands	KINGSTON	Wood Street (A308)	Core Road
Mini Hollands	KINGSTON	Wheatfield Way (A307) northbound carriageway	Core Road

Scheme	Borough	Street	Type of street
Cycle Grid	LAMBETH	Kennington Road (A23)	Core Road
Cycle Grid	ISLINGTON	Old Street (A5201)	Core Road
RTF tracker	BARNET	A1 Mill Hill Circus	Core Road
MTS 2016	ISLINGTON	City Road	Core Road
RTF tracker	WANDSWORTH	Tooting High Street	High Road
RTF tracker	REDBRIDGE	A123 Cranbrook Road	High Road
20mph	LAMBETH	Clapham High Street (south side)	High Road
20mph	LAMBETH	Clapham High Street (north side)	High Road
MTS 2016	RICHMOND	King Street	High Road
RTF tracker	ENFIELD	Ponder's End	High Street
RTF tracker	GREENWICH	Eltham High Street	High Street
RTF tracker	CROYDON	A222 Lower Addiscombe Road (High Street)	High Street
Mini Hollands	ENFIELD	Church Street (A110)	High Street
Mini Hollands	ENFIELD	Green Lanes (A105)	High Street
Mini Hollands	ENFIELD	The Broadway (A1010)	High Street
Mini Hollands	ENFIELD	Southbury Road (A110)	High Street
Mini Hollands	WALTHAM FOREST	Leyton Town Centre	Local Street
Mini Hollands	WALTHAM FOREST	Blackhorse Village	Local Street
Cycle Grid	CAMDEN	Judd Street	Local Street
Cycle Grid	LAMBETH	Vauxhall Street	Local Street
Cycle Grid	WESTMINSTER	Enford Street	Local Street
MTS 2016	ISLINGTON	Cowcross Street	Local Street
MTS 2016	SOUTHWARK	Brook Drive	Local Street
RTF tracker	HACKNEY	Narrow Way (officially called Mare Street)	Town Square
RTF tracker	ISLINGTON	Whitcross Street	Town Square
MTS 2016	WANDSWORTH	Bedford Hill	Town Square
MTS 2016	WESTMINSTER	Marylebone Lane	Town Square



Appendix 2: Overall health by site

Overall health by site

M15, WESTMINSTER, Marylebone Lane	7.0
MW2, WALTHAM FOREST, Chingford Town Centre	6.9
M12, KENSINGTON & CHELSEA, Kings Road	6.7
M8, ISLINGTON, Cowcross Street	6.7
M16, RICHMOND UPON THAMES, King Street	6.6
M5, CAMDEN, High Holborn	6.6
M7, KENSINGTON & CHELSEA, Exhibition Road	6.6
R12, ISLINGTON, Whitecross Street	6.5
M6, WESTMINSTER, Exhibition Road	6.5
M4, WESTMINSTER, Victoria Embankment	6.4
ME1, ENFIELD, Church Street (A110)	6.4
M10, WESTMINSTER, James Street	6.4
G5, ISLINGTON, Old Street (A5201)	6.3
MW4, WALTHAM FOREST, Blackhorse Village, Pretoria Avenue	6.2
MK2, KINGSTON, Portsmouth Road	6.1
G1, CAMDEN, Judd Street	6.1
G2, LAMBETH, Baylis Road (B300)	6.0
M11, WESTMINSTER, A400 Trafalgar Square	6.0

G6, WESTMINSTER, Enford Street	5.9
R14, HAVERING, South End Road	5.9
ME3, ENFIELD, The Broadway (A1010)	5.8
R7, GREENWICH, Eltham High Street	5.8
R13, SOUTHWARK, Bermondsey Street	5.8
M2, ISLINGTON, City Road	5.8
R10, CROYDON, A222 Lower Addiscombe Road (High Street)	5.8
G4, LAMBETH, Vauxhall Street	5.7
M13, GREENWICH, Greenwich High Road	5.7
R9, BROMLEY, A21 Farnborough Way	5.6
MW3, WALTHAM FOREST, Leyton Town Centre	5.6
M9, SOUTHWARK, Brook Drive	5.6
R5, HACKNEY, Narrow Way (officially called Mare Street)	5.6
M1, WESTMINSTER, Bridge Street	5.6
T4, LAMBETH, Clapham High Street (north side)	5.5
M14, WANDSWORTH, Bedford Hill	5.5
R15, HARINGEY, A105 High Road	5.5
M3, CAMDEN, York Way	5.5

T2, BRIXTON, Brixton High Street (east side)	5.4
R11, REDBRIDGE, A123 Cranbrook Road	5.4
MK4, KINGSTON, Wheatfield Way (A307) northbound carriageway	5.4
G3, LAMBETH, Kennington Road (A23)	5.3
T1, BRIXTON, Brixton High Street (west side)	5.3
ME2, ENFIELD, Green Lanes (A105)	5.3
MK3, KINGSTON, New Malden Fountain roundabout	5.2
R16, HAMMERSMITH & FULHAM, Shepherd's Bush Market	5.2
T3, LAMBETH, Clapham High Street (south side)	5.2
MK1, KINGSTON, Wood Street (A308)	5.2
R2, HACKNEY, A107 Lower Clapton Road	5.2
ME4, ENFIELD, Southbury Road (A110)	5.0
R4, WANDSWORTH, Tooting High Street	4.8
R1, CAMDEN, Camden High Street	4.7
MW1, WALTHAM FOREST, Walthamstow Town Centre	4.6
R3, BARNET, A1 Mill Hill Circus	4.6
R8, HARROW, Sudbury Village	4.5
R6, ENFIELD, Ponder's End	4.4

Overall health includes: attractive, enjoyable, clean air, not feeling too intimidated by traffic, feeling safe from crime and anti-social behaviour, not too noisy, easy to cross, places to stop, shade & shelter, green spaces, clean and free from litter, pavements. Base: all respondents per site (99 to 150)

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