RESEARCH SUMMARY

Title   Healthy Streets Boost

Objective   Measure the performance of streets on healthy streets indicators,
and based on this, provide a cluster solution grouping the 9 street
types, identify which indicators are most likely to drive overall
satisfaction with the street environment and develop guidelines for
a 'good' performance

Date   May 2016   **Agency:**   Future Thinking

Methodology   On-street face to face interviews with 6,350 pedestrians (street
users) aged 16+ years.

Abstract

Overall health of London's streets ranges between 53 and 62, with attractiveness, enjoyability and quality of pavements driving satisfaction, although this can vary by user group. Based on performance, streets have been grouped into three clusters: Busy streets' performance is below average on almost all indicators. Comfortable streets most notably perform well for places to stop and shade & shelter. Quiet streets have a mix of good and fair results, and they are the only street types to receive a 'very good' score on any of the indicators, namely noise levels.

Key findings

Overall health by street type ranged between 62 out of 100 (Town Squares and City Streets) and 53 (Core Roads and City Hubs). Local Streets, City Places and Connectors achieved a rating of 60 while High Roads and High Streets scored 55.

The **cluster analysis** grouped the street types into three distinct clusters based on their performance on healthy street indicators:

- **Busy streets:** Comprise Core Roads, High Roads, City Hubs, and High Streets. 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 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 several indicators but are perceived to be less noisy and intimidating, and easier to cross.

Overall satisfaction with the street environment is most likely to be driven by attractiveness and enjoyment of the street environment, followed by quality of pavements and cleanliness.

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). Quiet and comfortable streets perform well on around half of the indicators while busy streets' performance is 'fair' on all indicators except shade & shelter.

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