Healthy Streets – summary of 4 schemes (RTF tracker, Mini Hollands, 20mph, Cycle Grid)

TfL number: 15071

FT number: 1846

v1.0

Transport for London

Contents

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 4 schemes:
    - RTF tracker
    - Mini Hollands
   - 20mph
    - Cycle Grid

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 of survey sample
	People choose to walk and cycle	Q: How did you travel here today? 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: As a pedestrian on this street, do you feel the level of motor vehicle traffic is about right, too much or too little? Q: How safe from crime and anti-social behaviour do you feel on this street today?
	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 stop	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: 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?

Traffic estimates and pedestrian counts – see methodology slide for more detail

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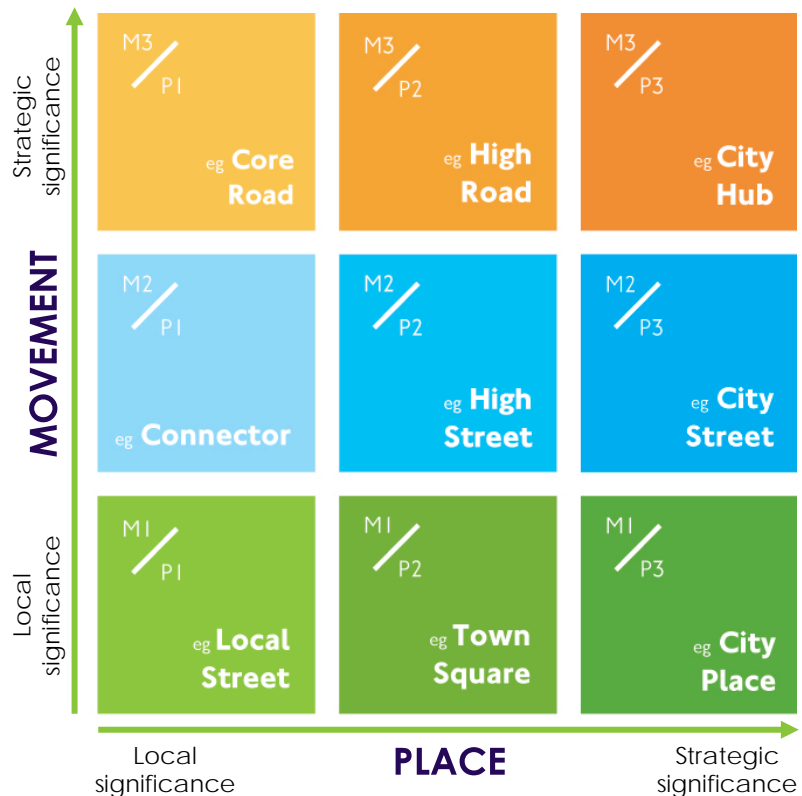
PLACE is defined as opportunity to relax, walk for pleasure and interact with functions adjacent to the street

Methodology

F2f interviews were held across 38 locations in London.

Pedestrian interviews

- On street intercept interviews of 5-10 minutes duration with 4,596 people aged 16+ years

- 5 week field period 30 September - 1 November 2015

- Interviews were spread across 38 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

Performance for each indicator

Indicator	Score
Overall Satisfaction	68
Attractive	59
Clean air	54
Not noisy	38
Enjoyable	60
Easy to cross	66
Places to stop	44
Shade & shelter	40
Safe from crime	69
Not intimidated by traffic	61
Clean and free from litter	61
Green spaces	51
Pavements	60
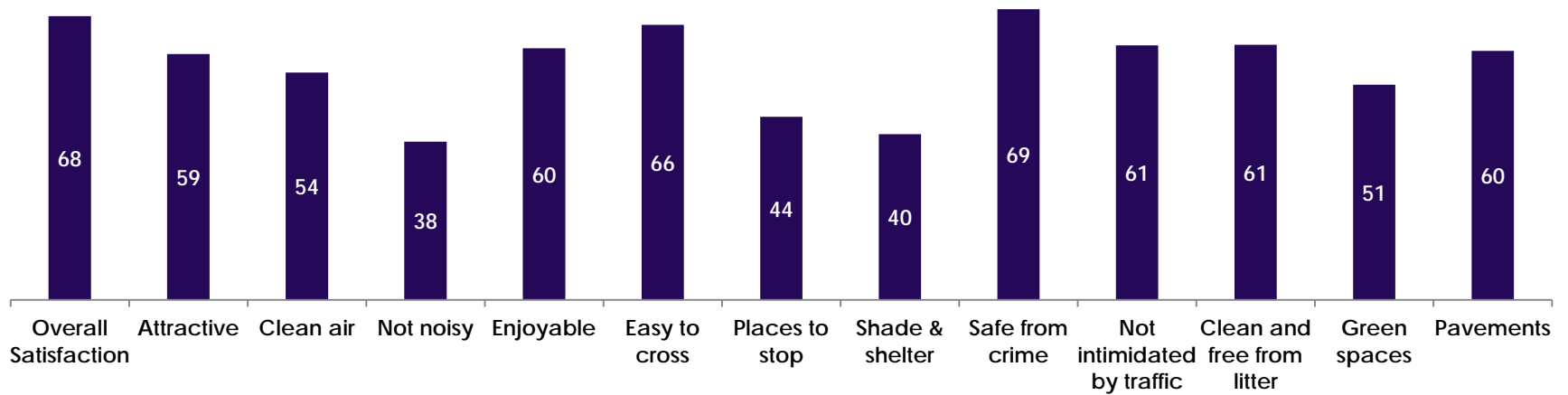
Base: All respondents (4,596)

Performance for each indicator by street type

	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	65 ▼	55 ▼	51 ▼	31 ▼	55 ▼	59 ▼	42 ▼	39	70	54 ▼	58 ▼	55 ▲	60
High Road	66	59	54	32 ▼	60	62 ▼	43	41	65 ▼	51 ▼	60	43 ▼	58
City Hub	65 ▼	54 ▼	48 ▼	29 ▼	58 ▲	63 ▼	42	45 ▲	62 ▼	60	58 ▼	35 ▼	58 ▼
Connector	73 ▲	64 ▲	61 ▲	38	64 ▲	66	53 ▲	42	80 ▲	67 ▲	65 ▲	71 ▲	59
High Street	69	57 ▼	56	35 ▼	59	68 ▲	43	44 ▲	68 ▼	61	63 ▲	47 ▼	60
City Street	72 ▲	72 ▲	45 ▼	48 ▲	68	60 ▼	64 ▲	31 ▼	65 ▼	70 ▲	58	64 ▲	54 ▼
Local Street	70 ▲	64 ▲	59 ▲	56 ▲	65 ▲	76	35 ▼	28 ▼	73 ▲	70 ▲	61	64	61
Town Square	71 ▲	63 ▲	66 ▲	65 ▲	65 ▲	80 ▲	45	33 ▼	72	78 ▲	68 ▲	40 ▼	55 ▼
City Place	67	60	52	32 ▼	64 ▲	66	55 ▲	46 ▲	69	58	61	50	65 ▲

Base: Local Street (587), Town Square (214), City Place (237), Connector (473), High Street (871), City Street (117), Core Road (1,014), High Road (467), City Hub (616)

▲▼ Significant difference to average at 95% CI

Overall health by street type

MOVEMENT (vertical axis)

Strategic significance ↑ ... Local significance

PLACE (horizontal axis): Local significance → Strategic significance

	Local significance		Strategic significance
Strategic significance	Core Road — 53 performance	High Road — 53 performance	City Hub — 52 performance
	Connector — 62 performance	High Street — 56 performance	City Street — 59 performance
Local significance	Local Street — 60 performance	Town Square — 62 performance	City Place — 57 performance

Overall health is an average of all indicators, including overall satisfaction

Base: Local Street (587), Town Square (214), City Place (237), Connector (473), High Street (871), City Street (117), Core Road (1,014), High Road (467), City Hub (616)
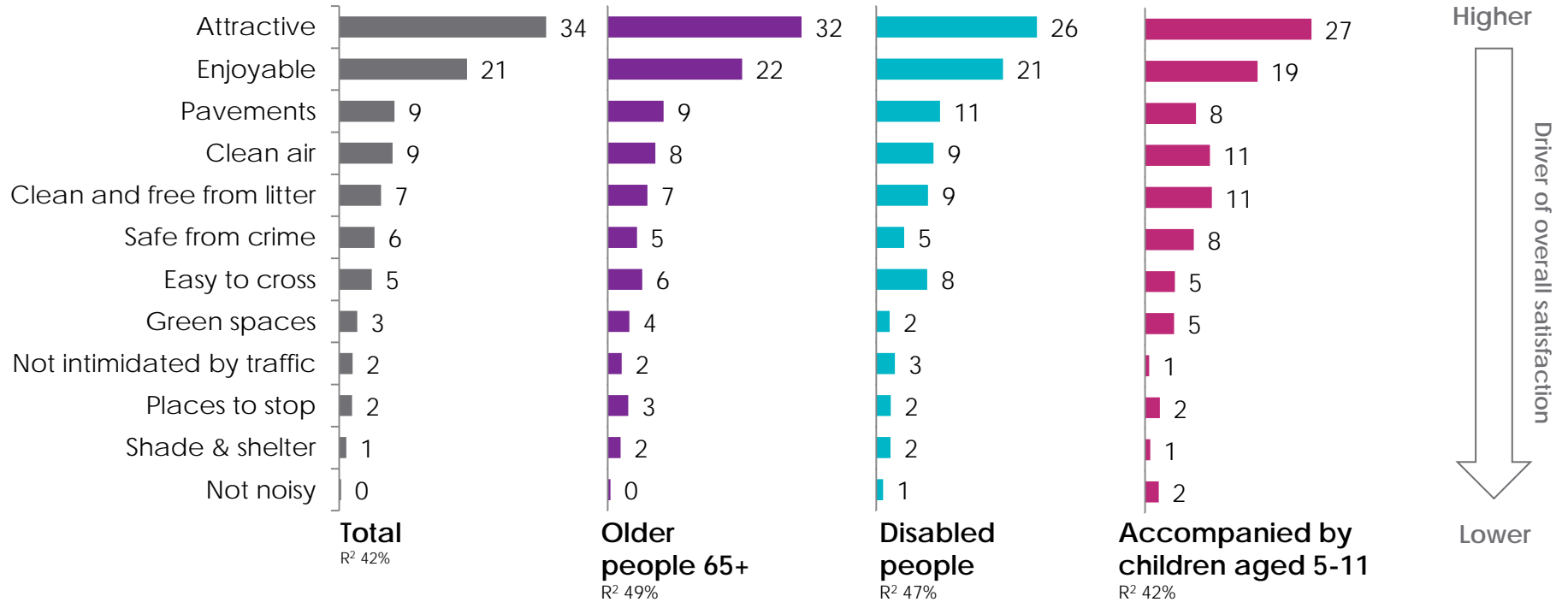
Key driver analysis

Which indicators drive overall satisfaction?

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

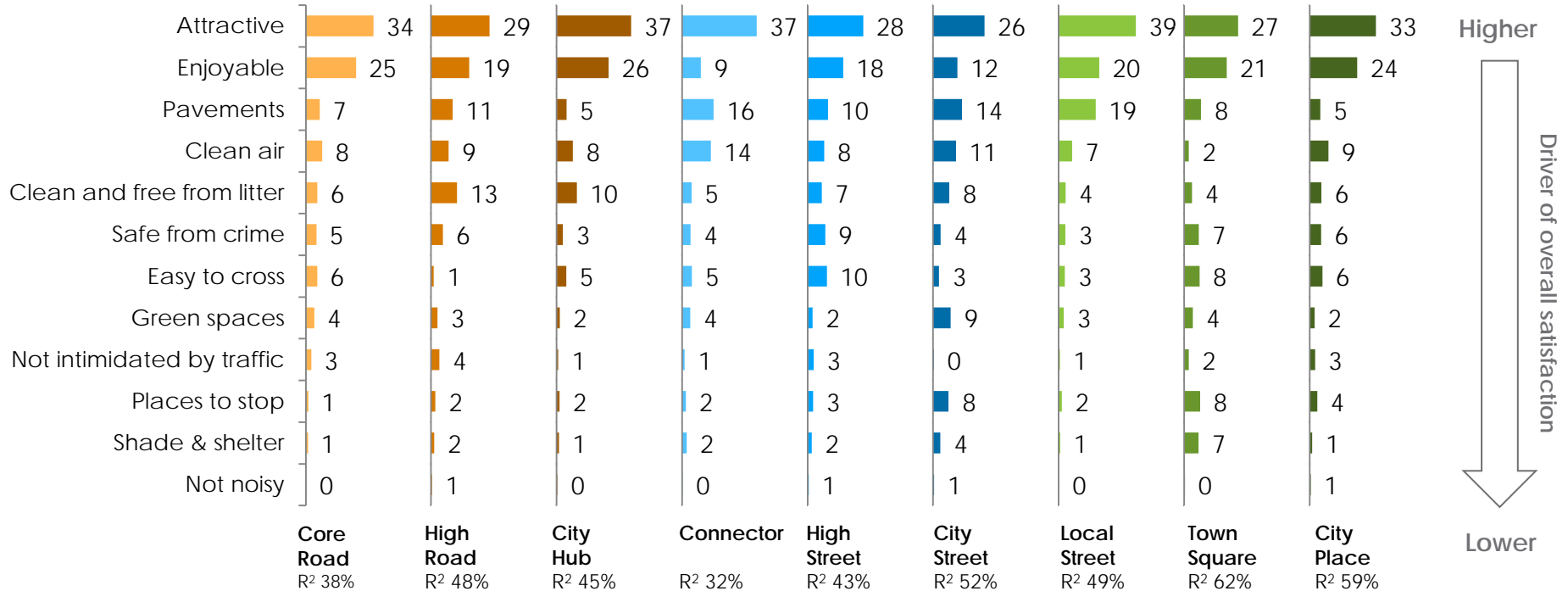|	Total	Older people 65+	Disabled people	Accompanied by children aged 5-11
Attractive	34	32	26	27
Enjoyable	21	22	21	19
Pavements	9	9	11	8
Clean air	9	8	9	11
Clean and free from litter	7	7	9	11
Safe from crime	6	5	5	8
Easy to cross	5	6	8	5
Green spaces	3	4	2	5
Not intimidated by traffic	2	2	3	1
Places to stop	2	3	2	2
Shade & shelter	1	2	2	1
Not noisy	0	0	1	2
	R² 42%	R² 49%	R² 47%	R² 42%

Higher

Driver of overall satisfaction

Lower

Base: All respondents excluding DK: Total (4512), Older people 65+ (734), Disabled (398), Accompanied by child/ren aged 5-11 (126)

Which indicators drive overall satisfaction?

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

	Core Road R² 38%	High Road R² 48%	City Hub R² 45%	Connector R² 32%	High Street R² 43%	City Street R² 52%	Local Street R² 49%	Town Square R² 62%	City Place R² 59%
Attractive	34	29	37	37	28	26	39	27	33
Enjoyable	25	19	26	9	18	12	20	21	24
Pavements	7	11	5	16	10	14	19	8	5
Clean air	8	9	8	14	8	11	7	2	9
Clean and free from litter	6	13	10	5	7	8	4	4	6
Safe from crime	5	6	3	4	9	4	3	7	6
Easy to cross	6	1	5	5	10	3	3	8	6
Green spaces	4	3	2	4	2	9	3	4	2
Not intimidated by traffic	3	4	1	1	3	0	1	2	3
Places to stop	1	2	2	2	3	8	2	8	4
Shade & shelter	1	2	1	2	2	4	1	7	1
Not noisy	0	1	0	0	1	1	0	0	1

Higher
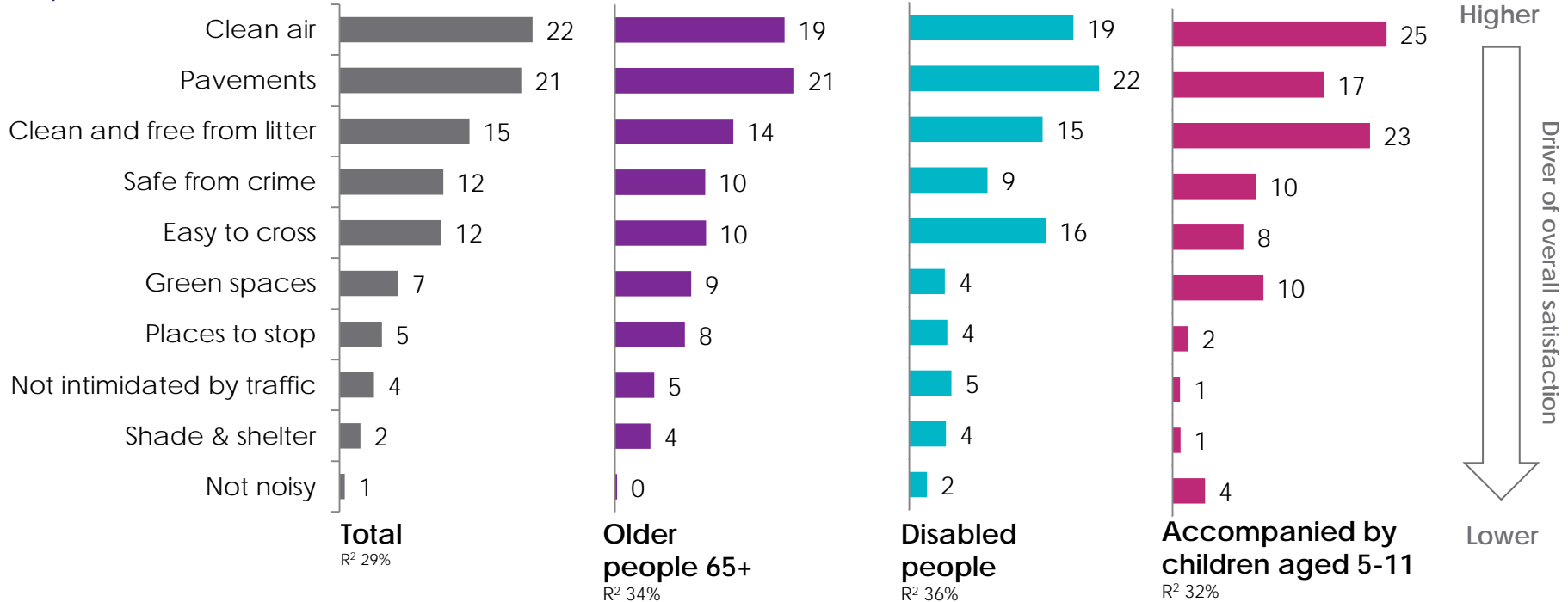
Driver of overall satisfaction

Lower

Base: All respondents excluding DK: Local Street (555), Town Square (213), City Place (226), Connector (472), High Street (868), City Street (117), Core Road (994), High Road (462), City Hub (605)

Which indicators drive overall satisfaction?

When not considering attractiveness and enjoyment, cleanliness and the condition of pavements 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 5-11cleanliness has more relevance, as well as green spaces.
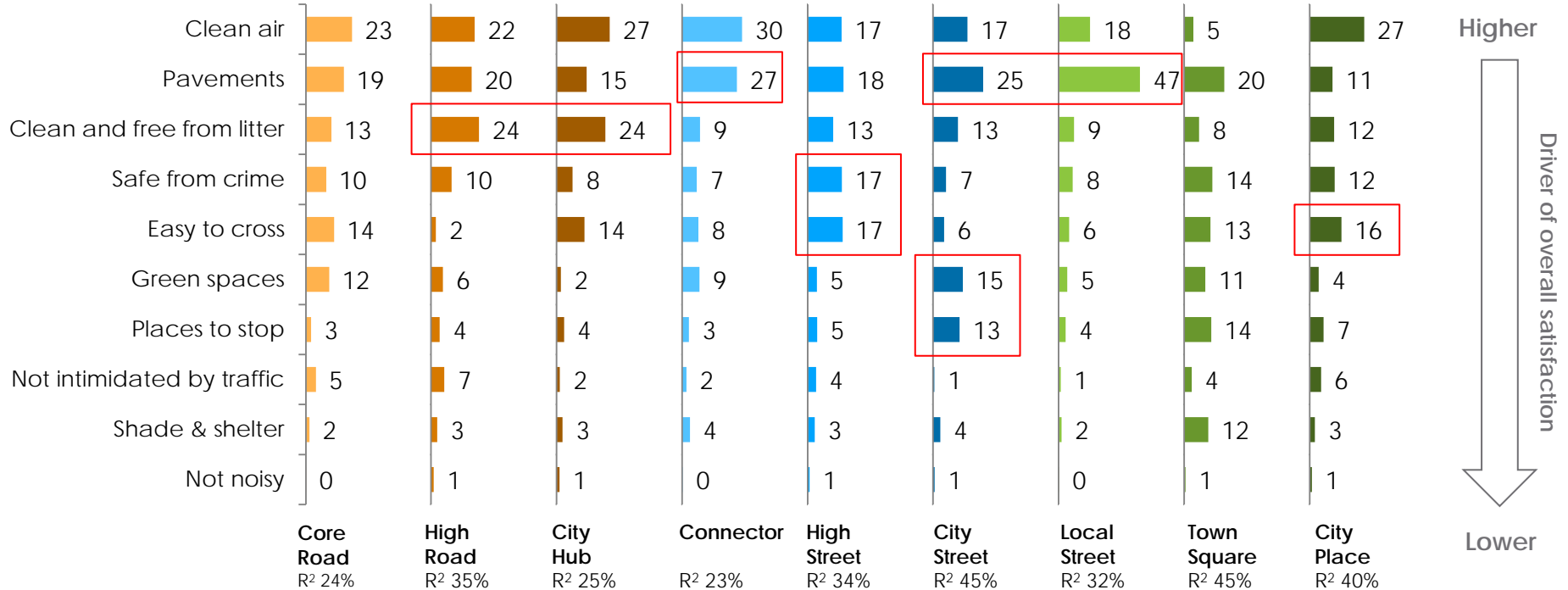

	Total	Older people 65+	Disabled people	Accompanied by children aged 5-11
Clean air	22	19	19	25
Pavements	21	21	22	17
Clean and free from litter	15	14	15	23
Safe from crime	12	10	9	10
Easy to cross	12	10	16	8
Green spaces	7	9	4	10
Places to stop	5	8	4	2
Not intimidated by traffic	4	5	5	1
Shade & shelter	2	4	4	1
Not noisy	1	0	2	4
	R^2 29%	R^2 34%	R^2 36%	R^2 32%

Higher

Driver of overall satisfaction

Lower

Base: All respondents excluding DK: Total (4512), Older people 65+ (734), Disabled (398), Accompanied by child/ren aged 5-11 (126)

Which indicators drive overall satisfaction?

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

Higher

	Core Road	High Road	City Hub	Connector	High Street	City Street	Local Street	Town Square	City Place
Clean air	23	22	27	30	17	17	18	5	27
Pavements	19	20	15	27	18	25	47	20	11
Clean and free from litter	13	24	24	9	13	13	9	8	12
Safe from crime	10	10	8	7	17	7	8	14	12
Easy to cross	14	2	14	8	17	6	6	13	16
Green spaces	12	6	2	9	5	15	5	11	4
Places to stop	3	4	4	3	5	13	4	14	7
Not intimidated by traffic	5	7	2	2	4	1	1	4	6
Shade & shelter	2	3	3	4	3	4	2	12	3
Not noisy	0	1	1	0	1	1	0	1	1
	Core Road R² 24%	**High Road** R² 35%	**City Hub** R² 25%	**Connector** R² 23%	**High Street** R² 34%	**City Street** R² 45%	**Local Street** R² 32%	**Town Square** R² 45%	**City Place** R² 40%

Driver of overall satisfaction

Lower

Base: All respondents excluding DK: Local Street (555), Town Square (213), City Place (226), Connector (472), High Street (868), City Street (117), Core Road (994), High Road (462), City Hub (605)

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
RTF tracker	HAMMERSMITH & FULHAM	Shepherd's Bush Market	City Place
Cycle Grid	LAMBETH	Baylis Road (B300)	City Place
RTF tracker	SOUTHWARK	Bermondsey Street	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
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
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

Scheme	Borough	Street	Type of street
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
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
RTF tracker	HACKNEY	Narrow Way (officially called Mare Street)	Town Square
RTF tracker	ISLINGTON	Whitecross Street	Town Square

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