



HEALTHY STREETS SCORECARD

WELCOME



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8th JULY 2025

WHO WE ARE

- Mayor's Transport Strategy (MTS)
- Role of boroughs
- Annual Scorecard
- 7th year

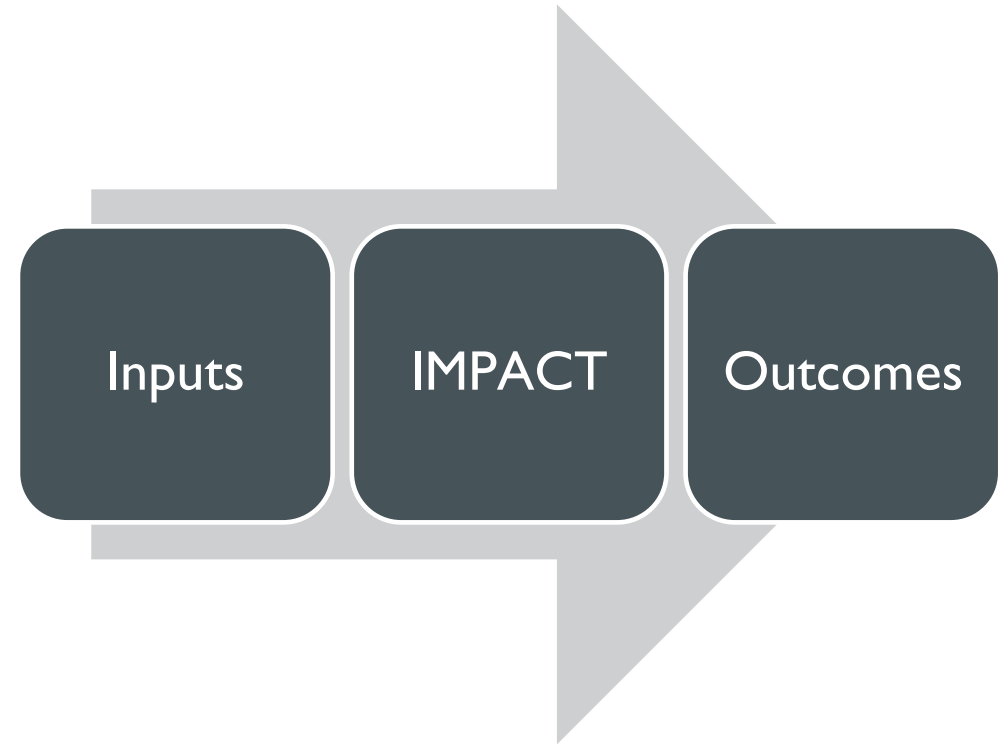


CONTENTS

1. Overall scores
2. Updated metrics
3. Results in full: inputs and outcomes

Input indicators:

- 20mph limits
- Controlled parking zones
- Low traffic neighbourhoods
- Protected cycle tracks
- School streets + STARS
- Bus lanes



Outcome indicators:

- Sustainable mode share (LTDS, 2-yr ave 2022/23-2023/24)
- Active travel – walking and cycling (Active Lives Survey – 2-year ave (21/22 and 22/23))
- Serious road injuries and deaths (2021-2023 casualty data and LTDS trip data 22/23-23/24)
- Car ownership and polluting vehicles (LTDS and DVLA)

OVERALL RESULTS – 2025 HSS

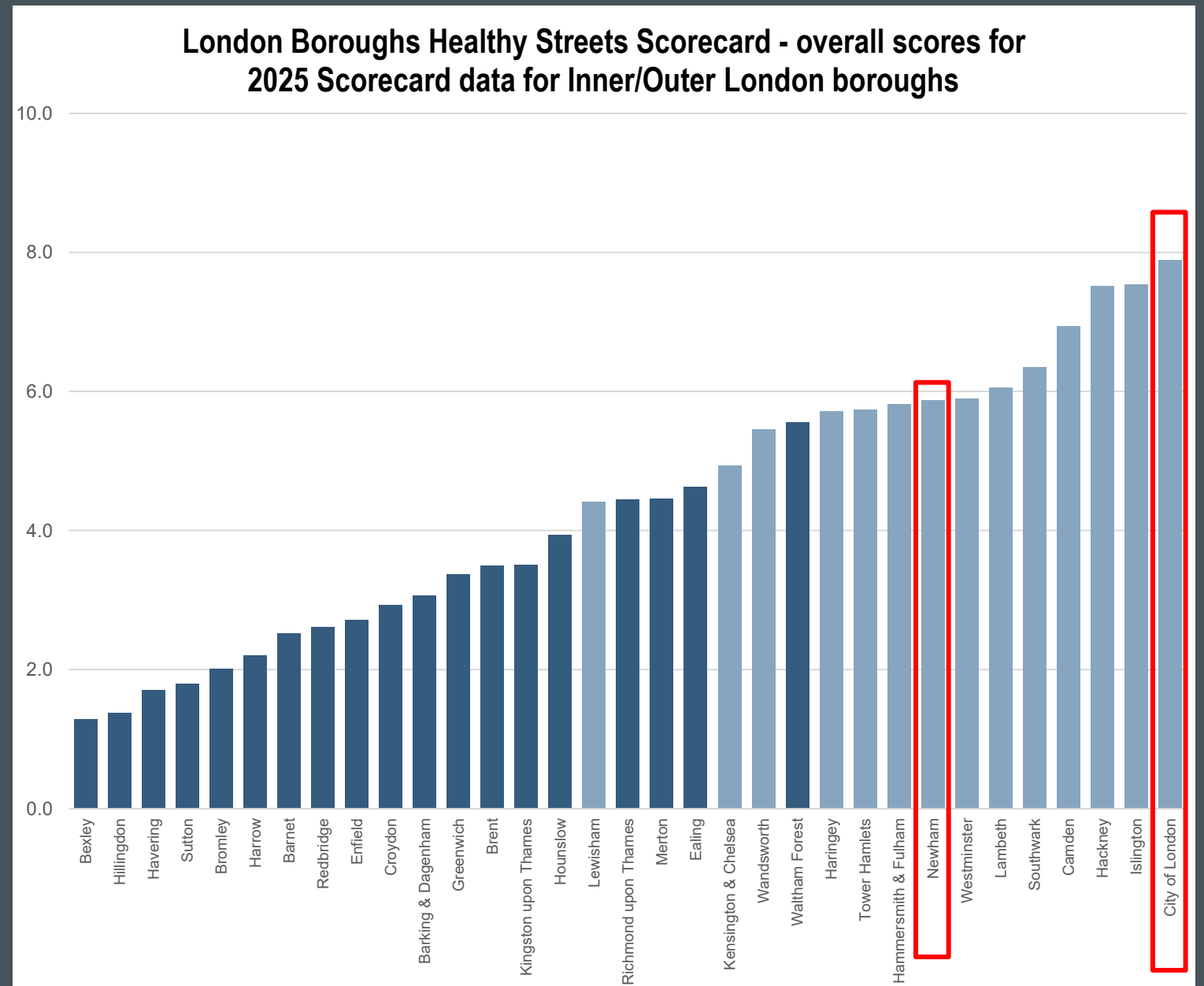
- Newham saw the biggest improvement, increasing its score by 0.69 to 5.87 (out of a possible 10) and climbing 5 places up the ranking, followed by City of London and Ealing.
- Harrow and Kingston saw the biggest decrease in their overall scores, while Tower Hamlets dropped furthest (4 places) in terms of rank order.

OVERALL RESULTS

- Newham's biggest gains were in 20mph coverage and School Streets
- It also saw improvements in Schools – Travel for Life and LTN coverage.

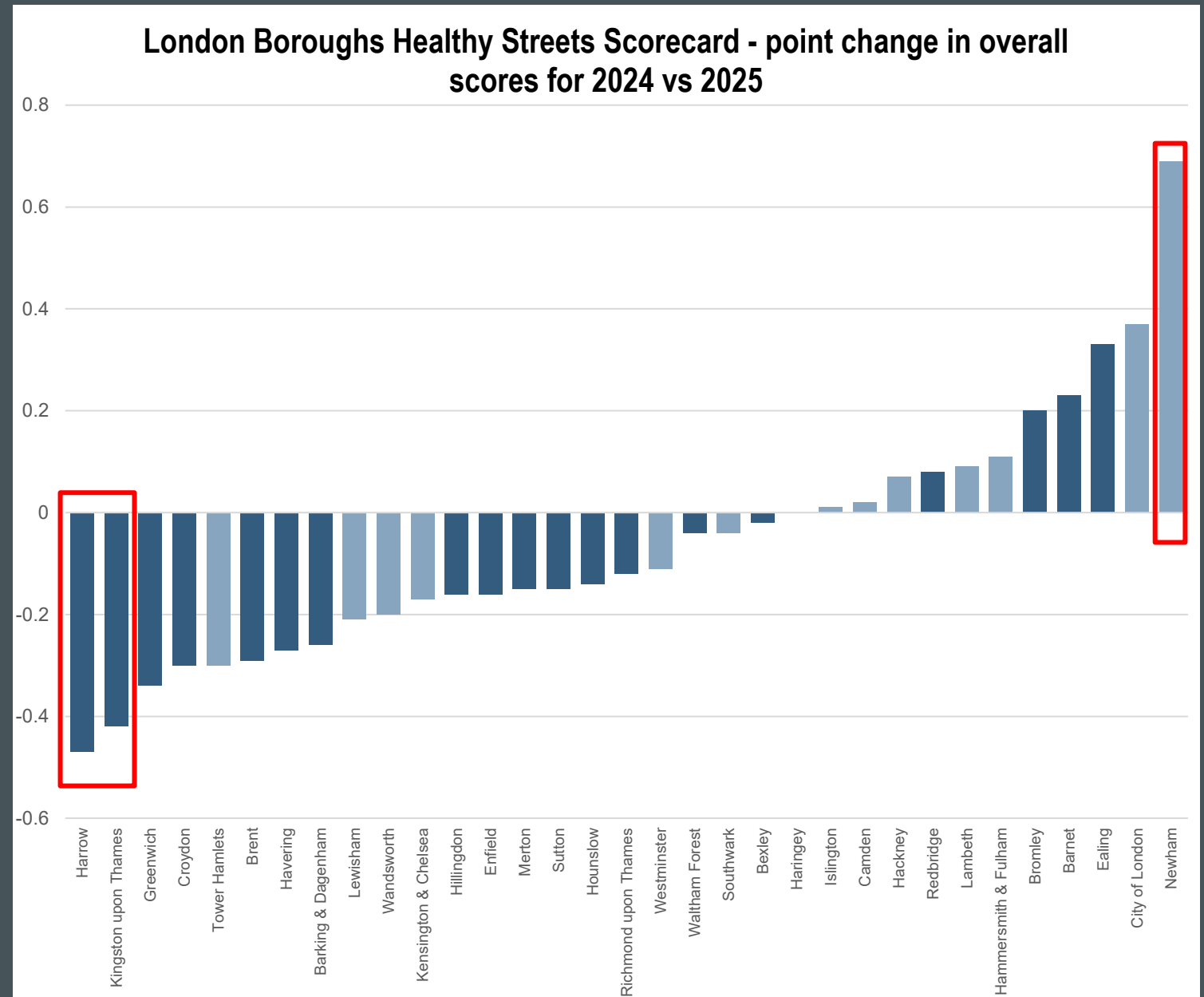
Newham	2024	2025
20mph roads	41.0%	99.0%
School Streets	20.9%	43.6%
Schools - Travel for Life	29.9%	33.8%
LTNs	43.6%	45.1%

OVERALL RESULTS



Dark blue: Outer London boroughs, Light blue: Inner London boroughs.

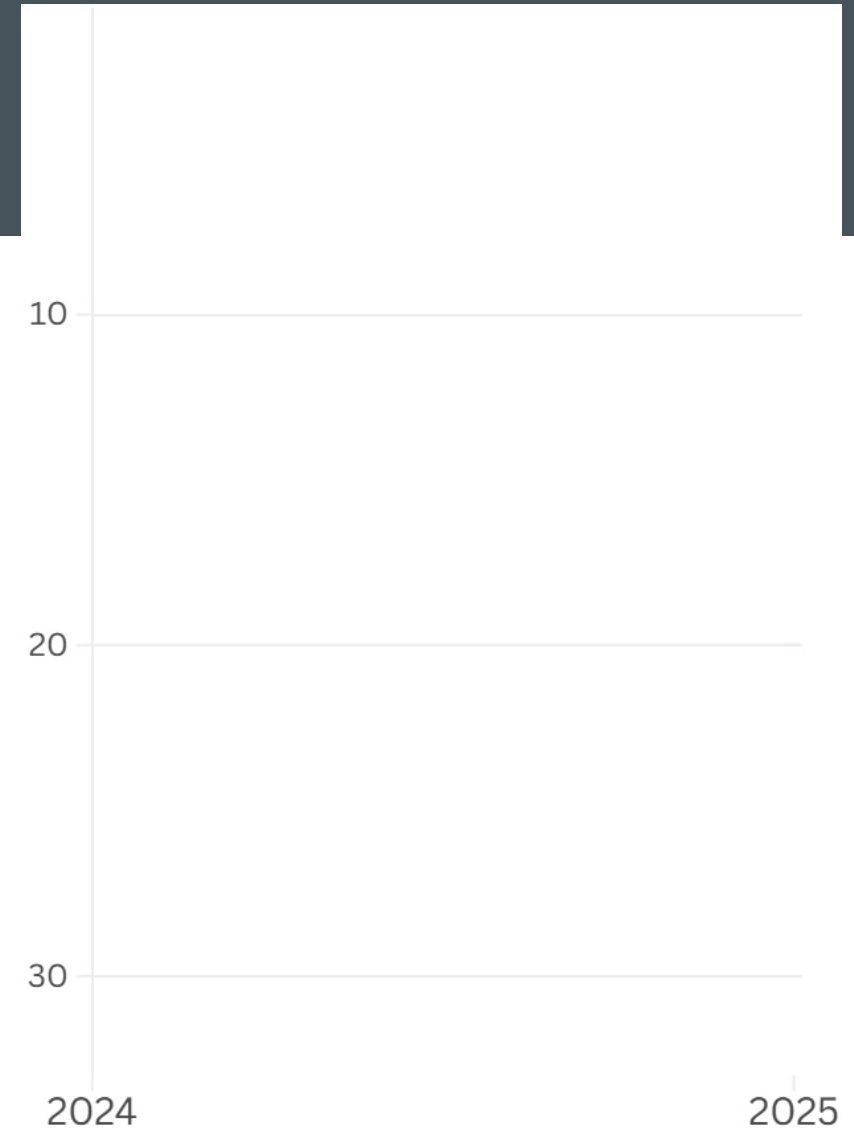
OVERALL RESULTS



Dark blue: Outer London boroughs, Light blue: Inner London boroughs.

CHANGE IN RANKING - 2024 to 2025

- Highlighting boroughs that have moved position in the overall ranking
- Green = improved position
- Red = decreased position
- Grey = unchanged position



INPUT INDICATORS



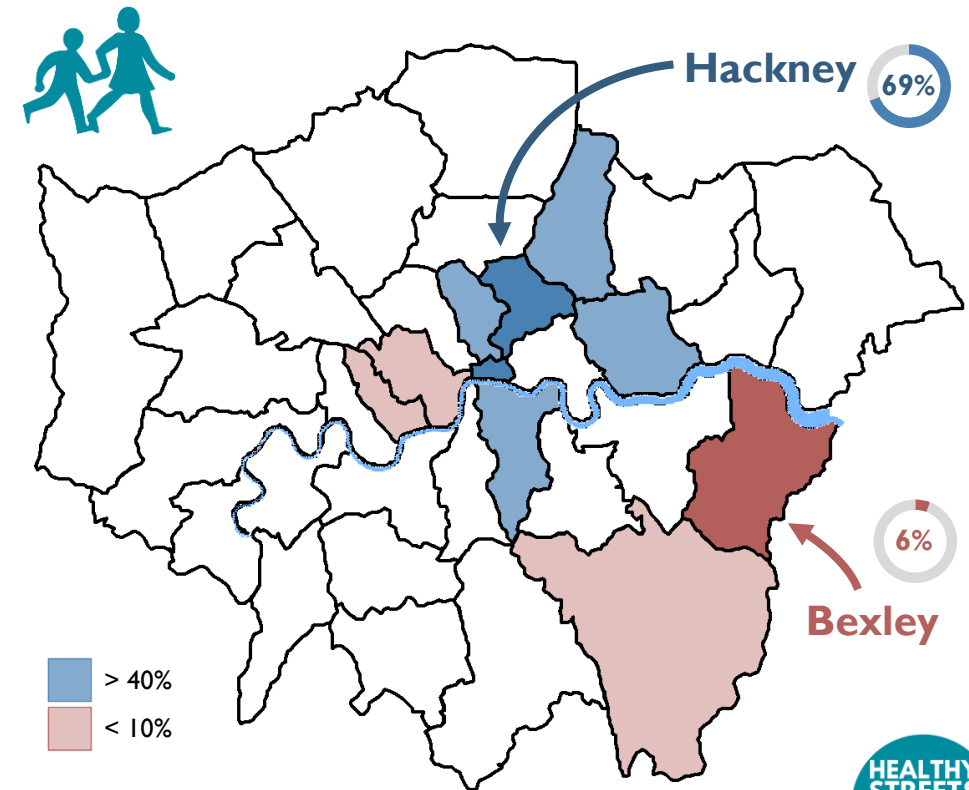
LOW TRAFFIC NEIGHBOURHOODS

- Modest progress overall, with 17 boroughs remaining under 20% coverage
- Greenwich and Redbridge saw the largest increases:
 - Greenwich introduced two part-time schemes
 - Redbridge various locations added after review of historical locations
 - Four new schemes in Camden.
- City of London decrease (100% to 85% LTNs) largely as a result of a re-assessment leading to improved data accuracy.

LOW TRAFFIC NEIGHBOURHOODS



Low Traffic Neighbourhoods (LTNs)

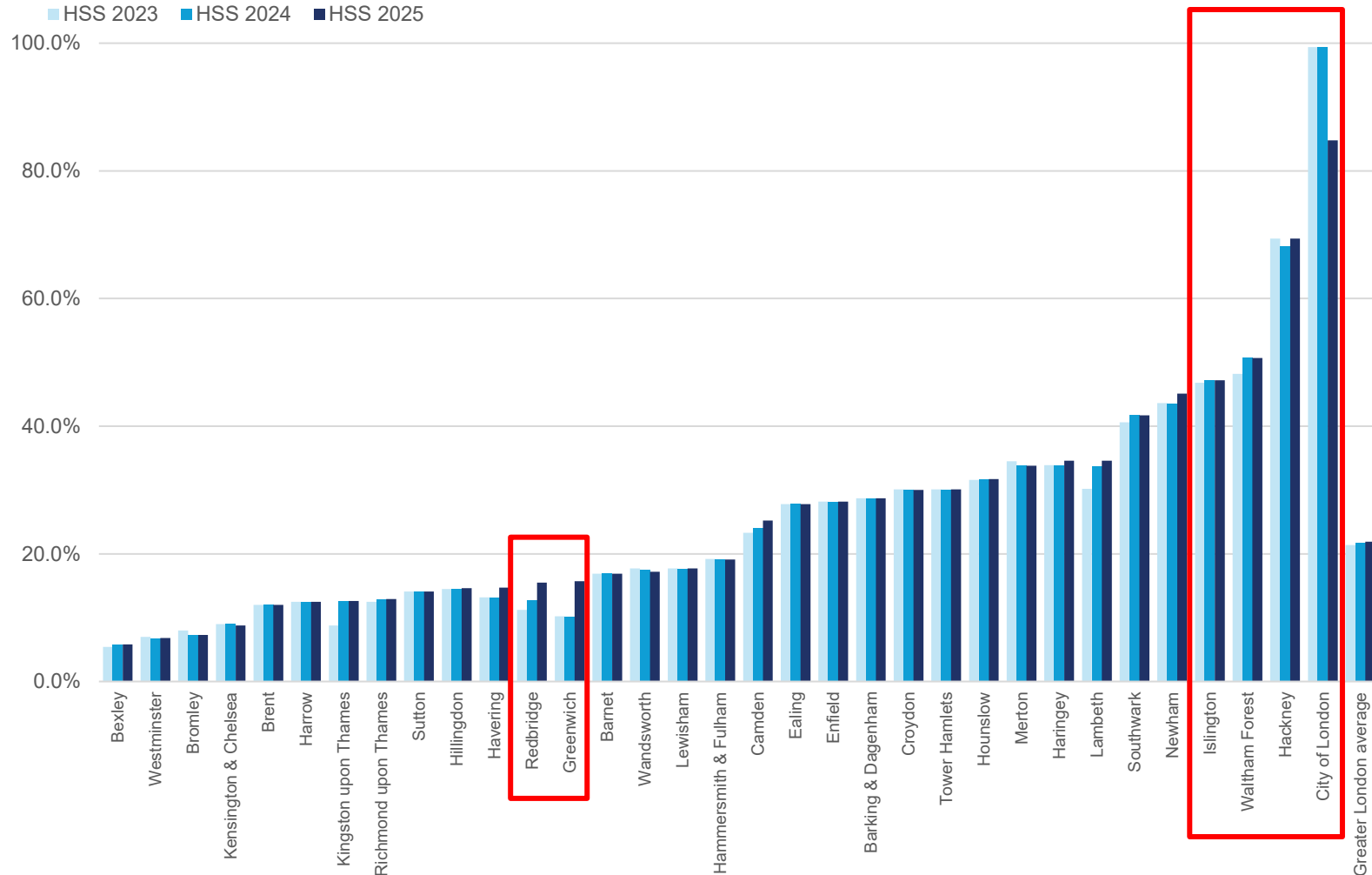


Area of LTNs as % of total area appropriate for LTNs
2025 data and more details: healthystreetscorecard.london



Low Traffic Neighbourhoods (LTNs) as proportion of borough area, 2023-2025 Scorecard data

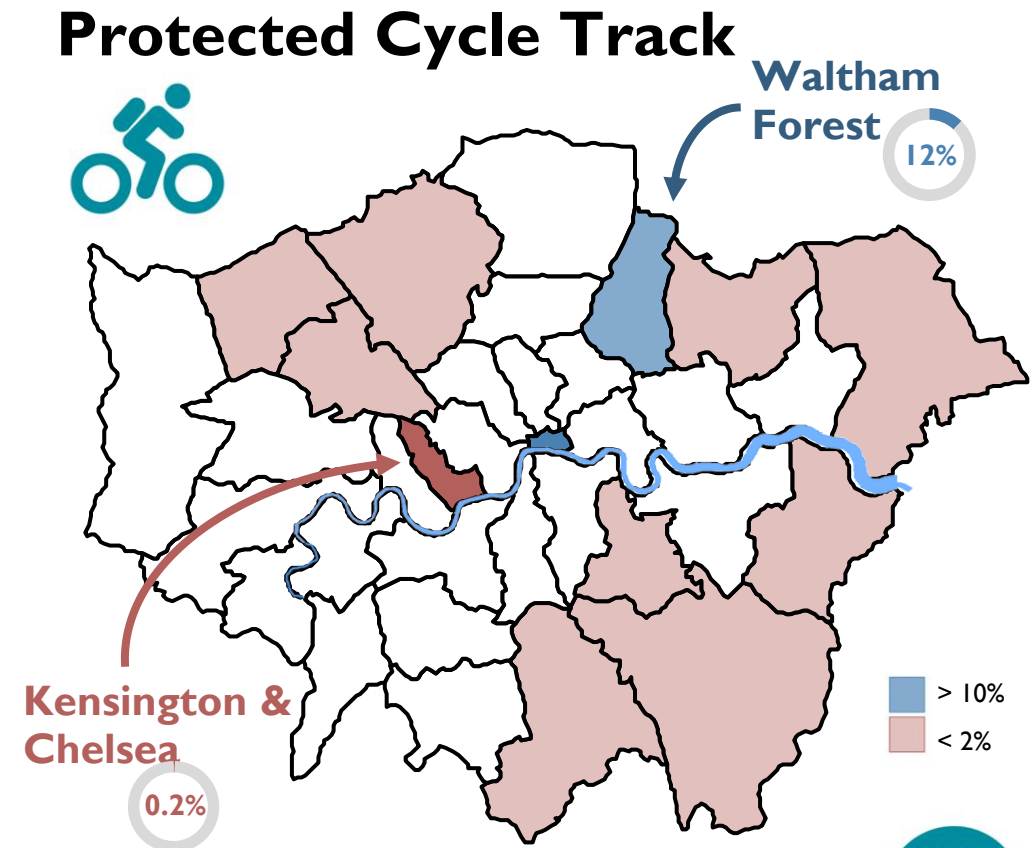
Area of LTNs as a proportion of total area appropriate for LTNs identified by TfL Strategic Neighbourhood Analysis



LOW TRAFFIC
NEIGHBOURHOODS

PROTECTED CYCLE TRACK

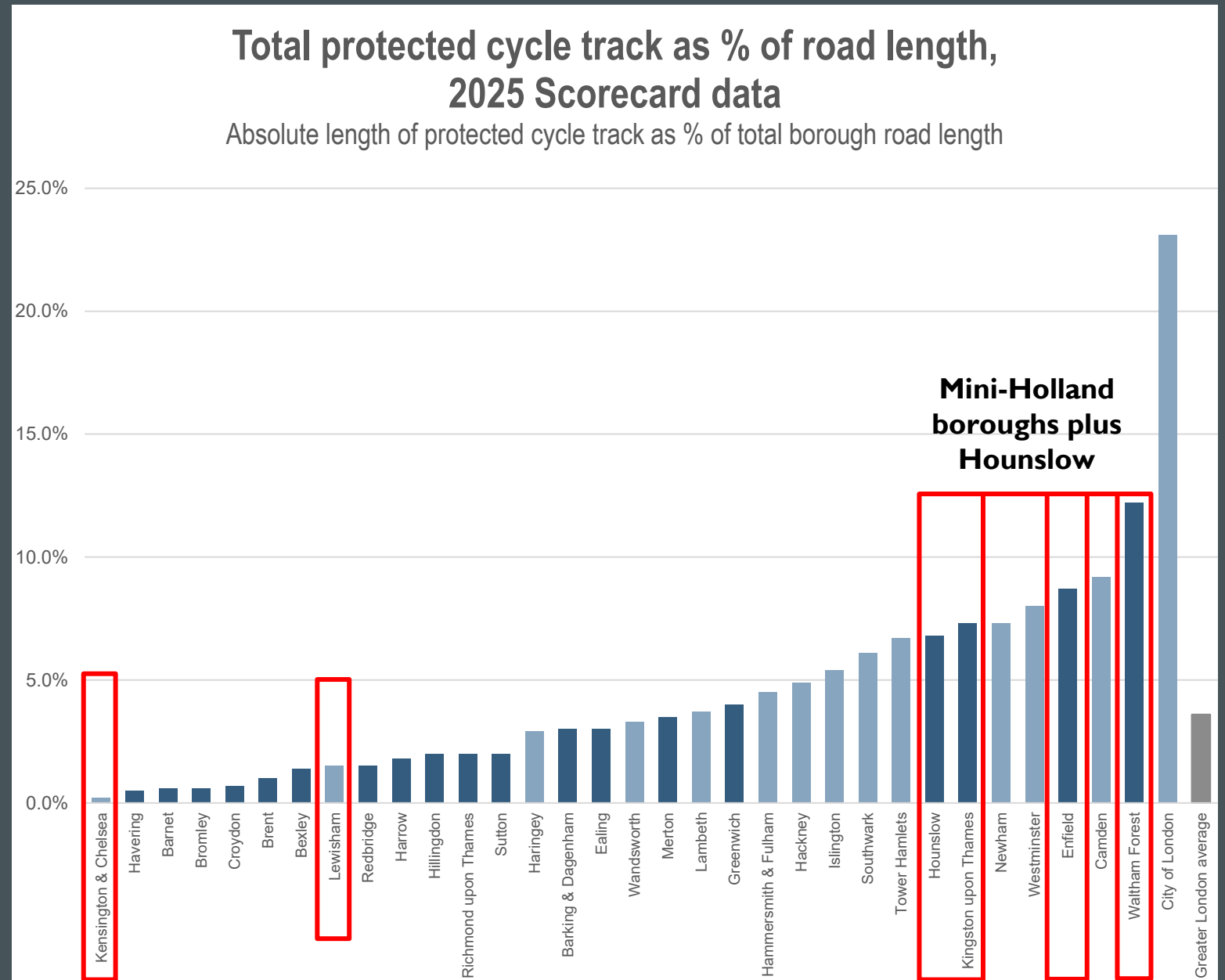
- Many boroughs' scores have fallen after a detailed review of the data and criteria for what counts as protected cycle track.
- Inner boroughs that have added or extended track include Islington, Camden and Hackney.
- Outer boroughs with high coverage of protected track include Hounslow, Waltham Forest, Kingston and Enfield.



Length of protected cycle track as % of total borough road length
2025 data and more details: healthystreetscorecard.london

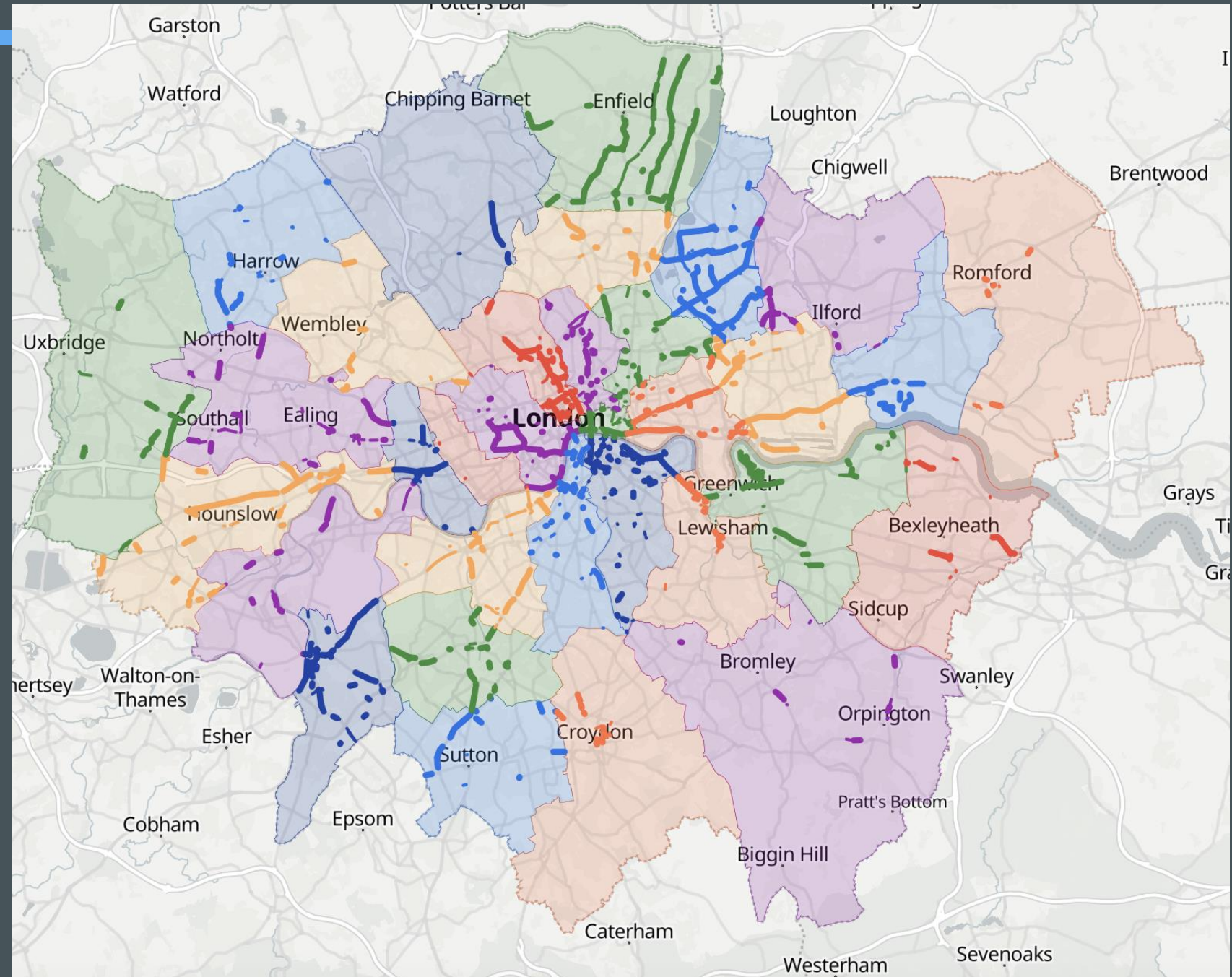


PROTECTED CYCLE TRACK



PROTECTED CYCLE TRACK

- Excellent new protected cycle route mapping from LCC.
- <https://maphub.net/lcc/hss-cycle-tracks>
- Thin lines - one way cycle tracks
- Thick lines - two way cycle tracks
- Need to meet Healthy Streets Scorecard quality criteria.

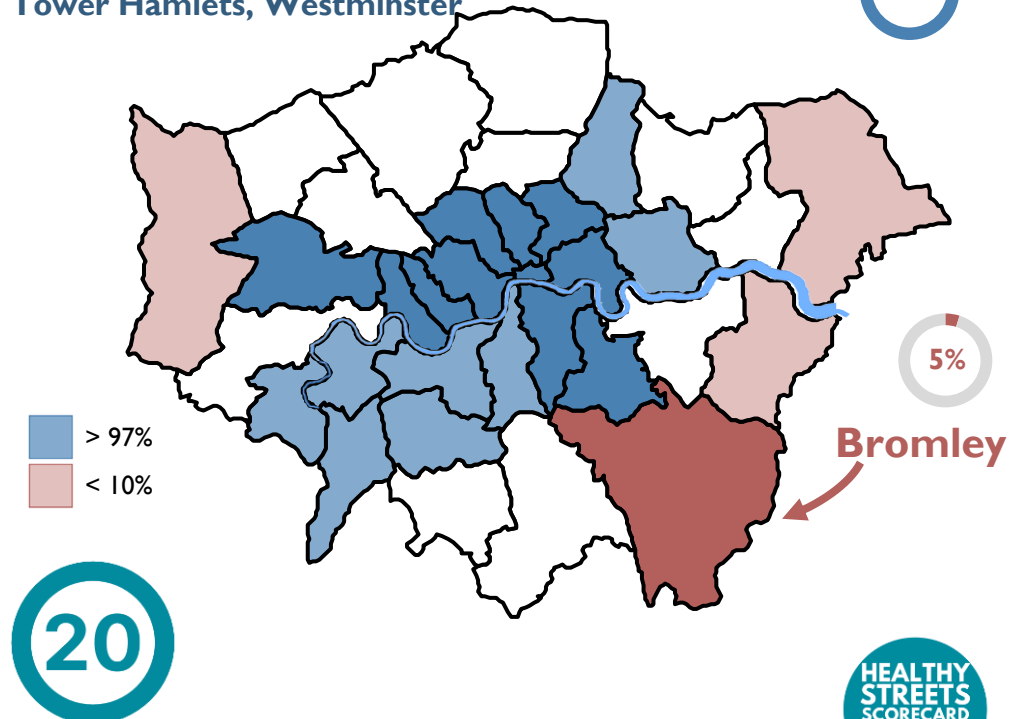


20MPH SPEED LIMITS

- Following the “War on the Motorist” rhetoric ahead of the General Election, progress has once again been good as recent research highlighted the positive impact of lower speed limits on casualty reduction.
- London-wide coverage of 20mph limits of borough-managed roads now exceeds 60%.
- Move to borough-wide 20mph default sees Newham’s coverage rise from 41% to 99%; increase for Ealing (88% to 100%).
- Harrow dropped due to recalculation
- Four boroughs remain under 10% coverage of 20mph limits - Bexley, Bromley, Havering and Hillingdon.
- Since 2018, TfL has introduced more than 264km of 20mph speed limits on its Red Route arterial roads.

20mph Speed Limits

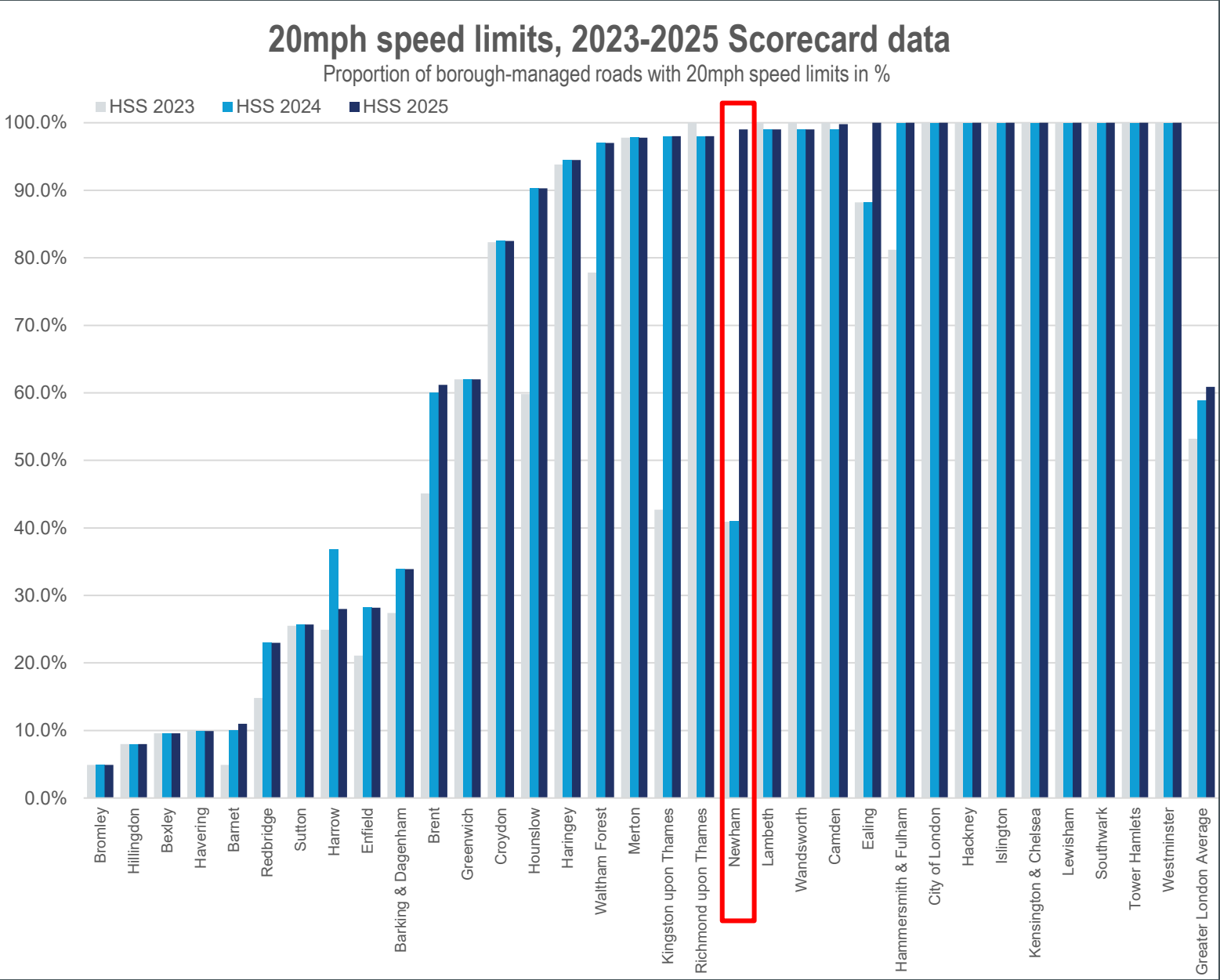
Camden, City, Ealing, Hackney, Hammersmith & Fulham, Islington, Kensington & Chelsea, Lewisham, Southwark, Tower Hamlets, Westminster



Proportion of borough-managed roads with 20mph speed limits in %
2025 data and more details: healthystreetscorecard.london



20MPH SPEED LIMITS

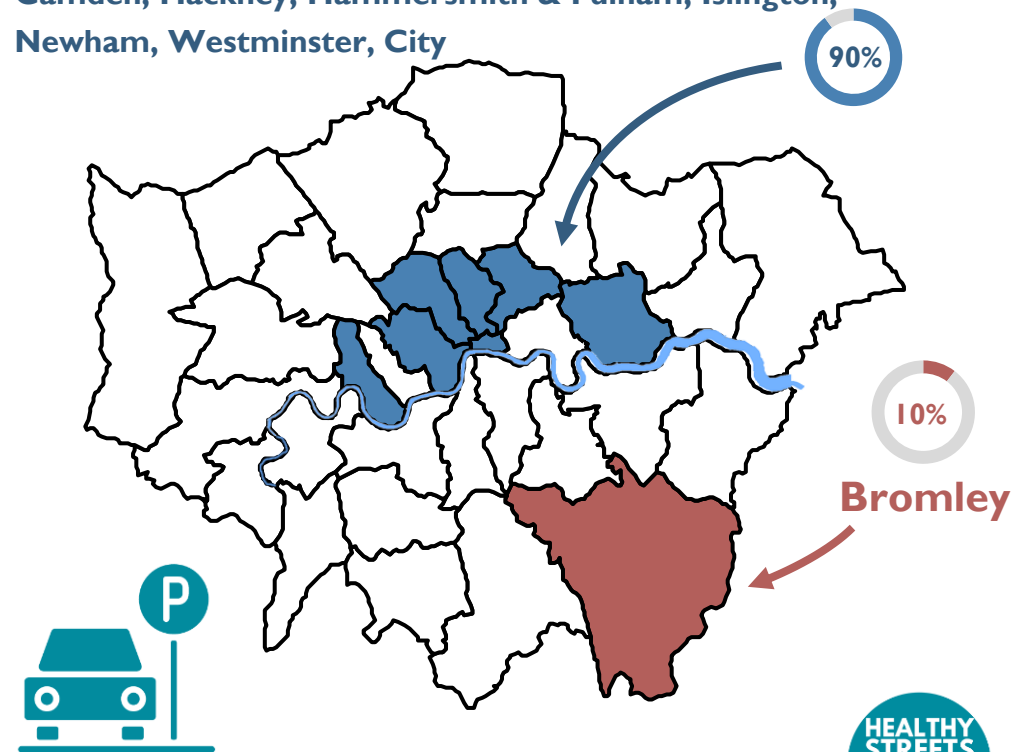


CONTROLLED PARKING ZONES

- Slow overall progress, especially among outer boroughs.
- Greenwich, Lewisham, Lambeth and Southwark all increased coverage by 4-5 percentage points.
- NB some other apparent increases are due to re-calculation or estimates being replaced by boroughs' data.

Controlled Parking Zones (CPZs)

Camden, Hackney, Hammersmith & Fulham, Islington, Newham, Westminster, City

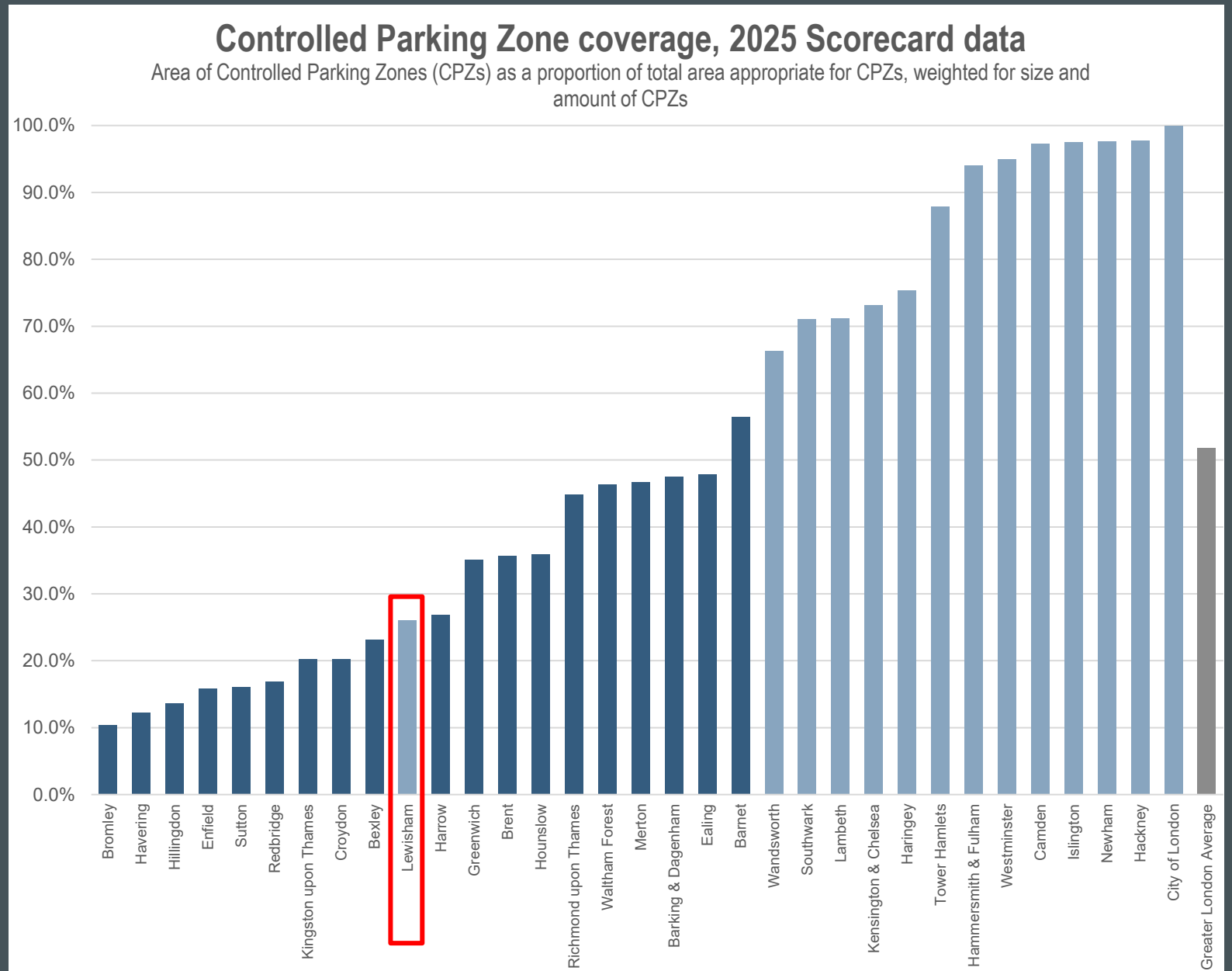


Controlled Parking Zone (CPZ) coverage final scores are the area of CPZs as a proportion of total area appropriate for CPZs, weighted for size and amount of CPZs, as a final score in %

2025 data and more details: healthystreetscorecard.london



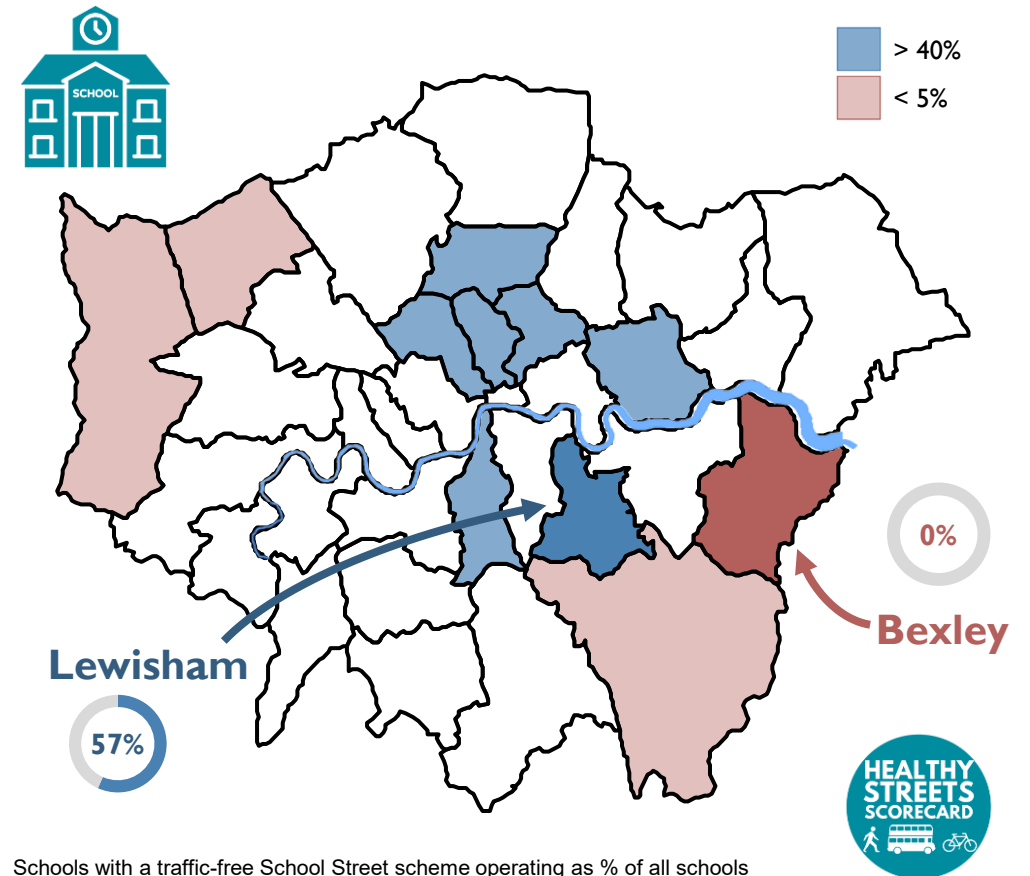
CONTROLLED PARKING ZONES



SCHOOL PROVISION: SCHOOL STREETS

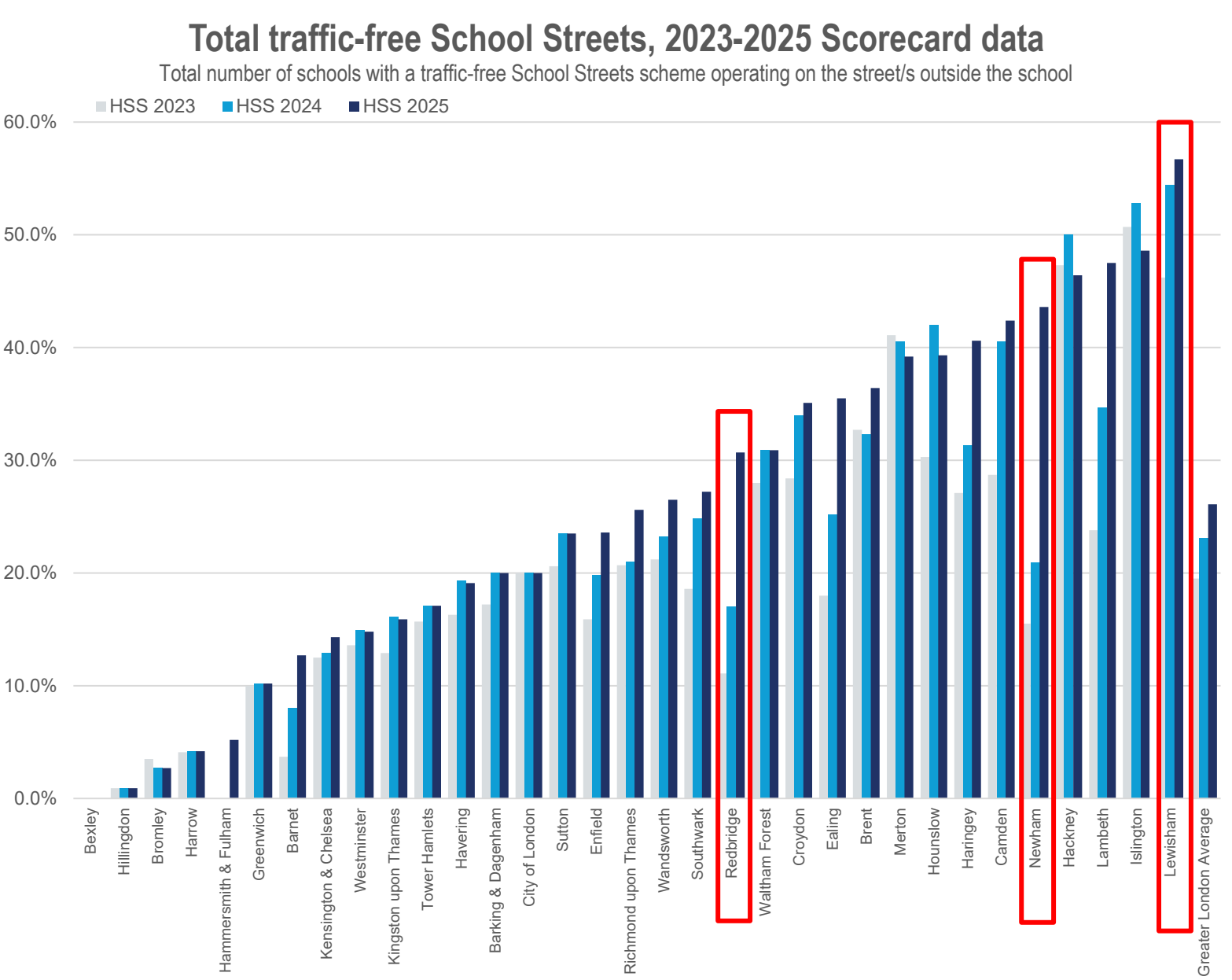
- Good progress with over 100 new school streets delivered.
- 70% of these came from 7 councils with the most from Newham, followed by Lambeth, Redbridge, Richmond, Ealing, Haringey and Barnet.
- Islington remains the second-best performing borough, behind Lewisham which has 56.7% traffic-free school streets.

School Streets



Schools with a traffic-free School Street scheme operating as % of all schools
2025 data and more details: healthystreetscorecard.london

SCHOOL STREETS



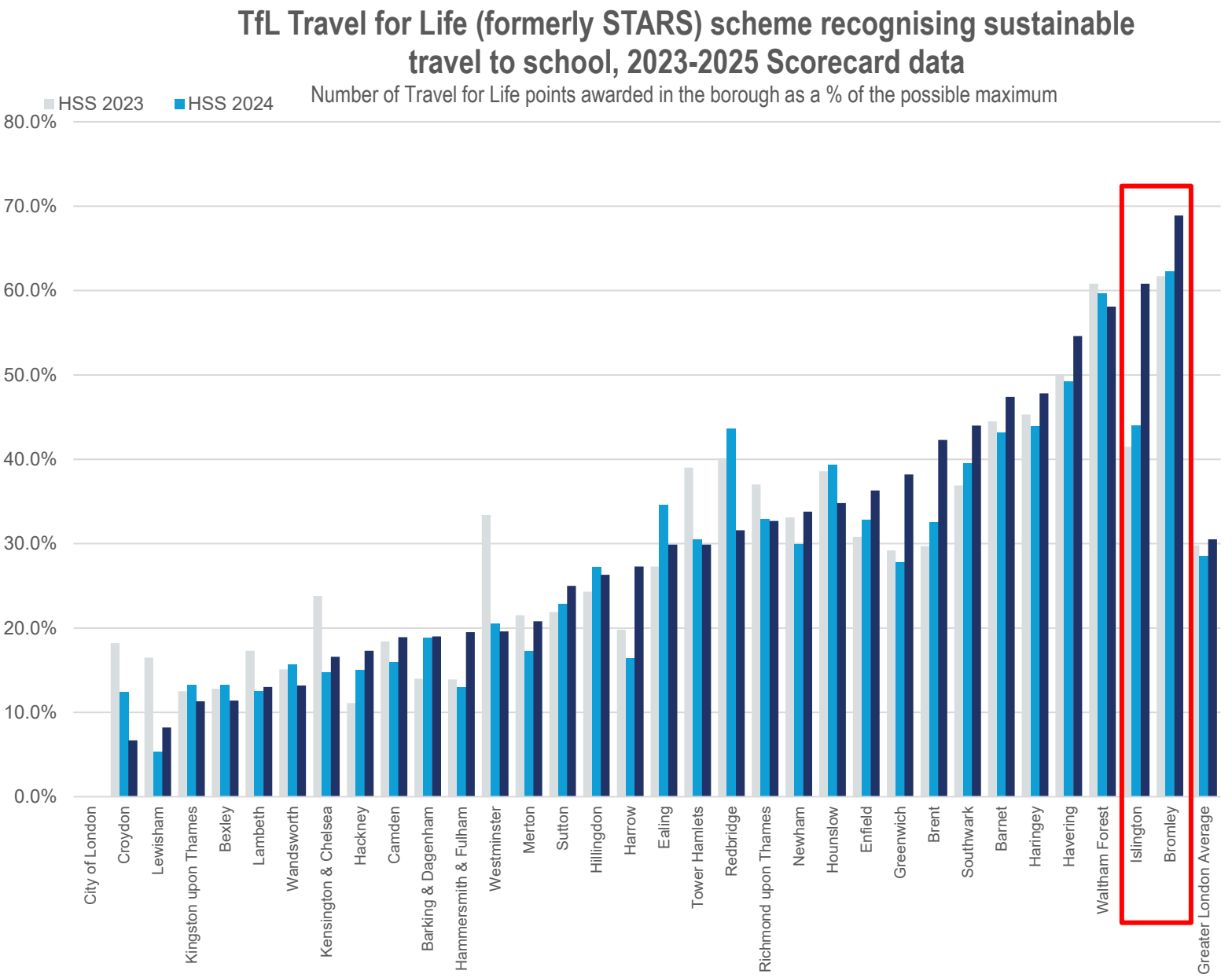
SCHOOL PROVISION: SUSTAINABLE TRAVEL TO SCHOOL



SCHOOL PROVISION: SUSTAINABLE TRAVEL TO SCHOOL

- Indicator uses TfL's Travel for Life Gold/Silver/Bronze scoring of schools
- Islington saw a 16.7 percentage point increase in this indicator, taking it into second place behind Bromley, with both boroughs scoring over 60%
- A total of 18 boroughs saw an increase of 1.8 percentage points or more
- 11 boroughs saw a decrease, with Redbridge dropping by 12.0 percentage points.

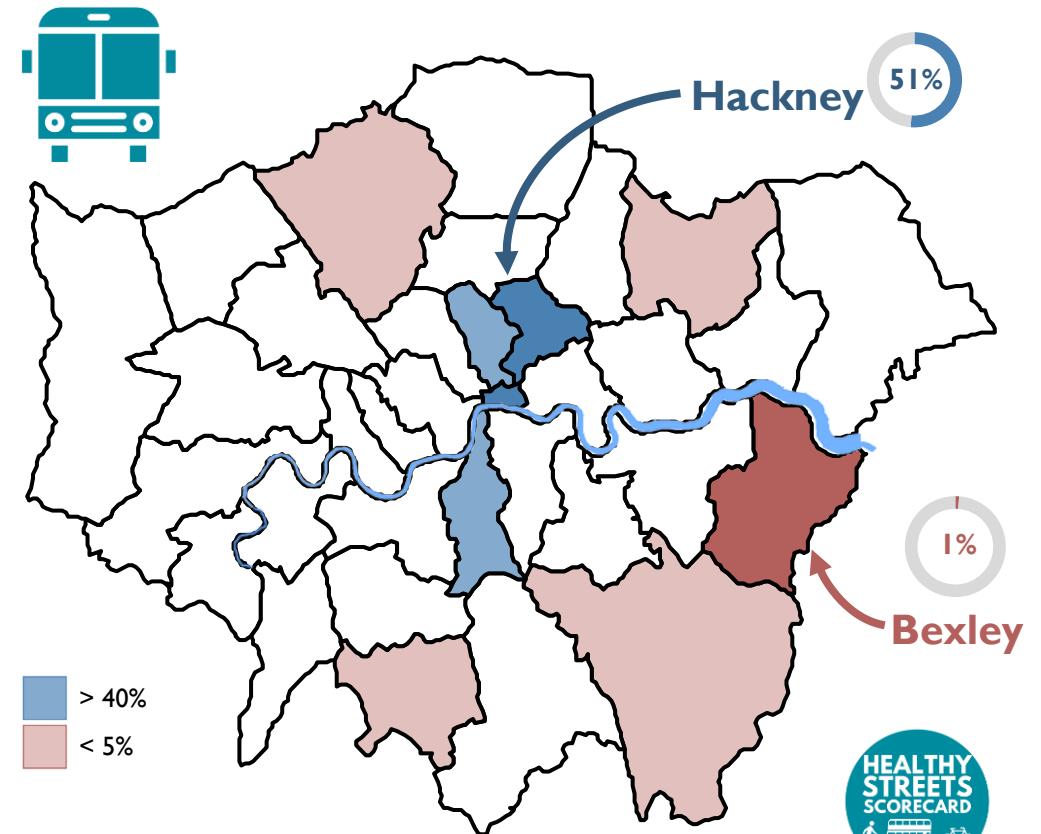
SUSTAINABLE TRAVEL TO SCHOOL



BUS PRIORITY: OUTER LONDON

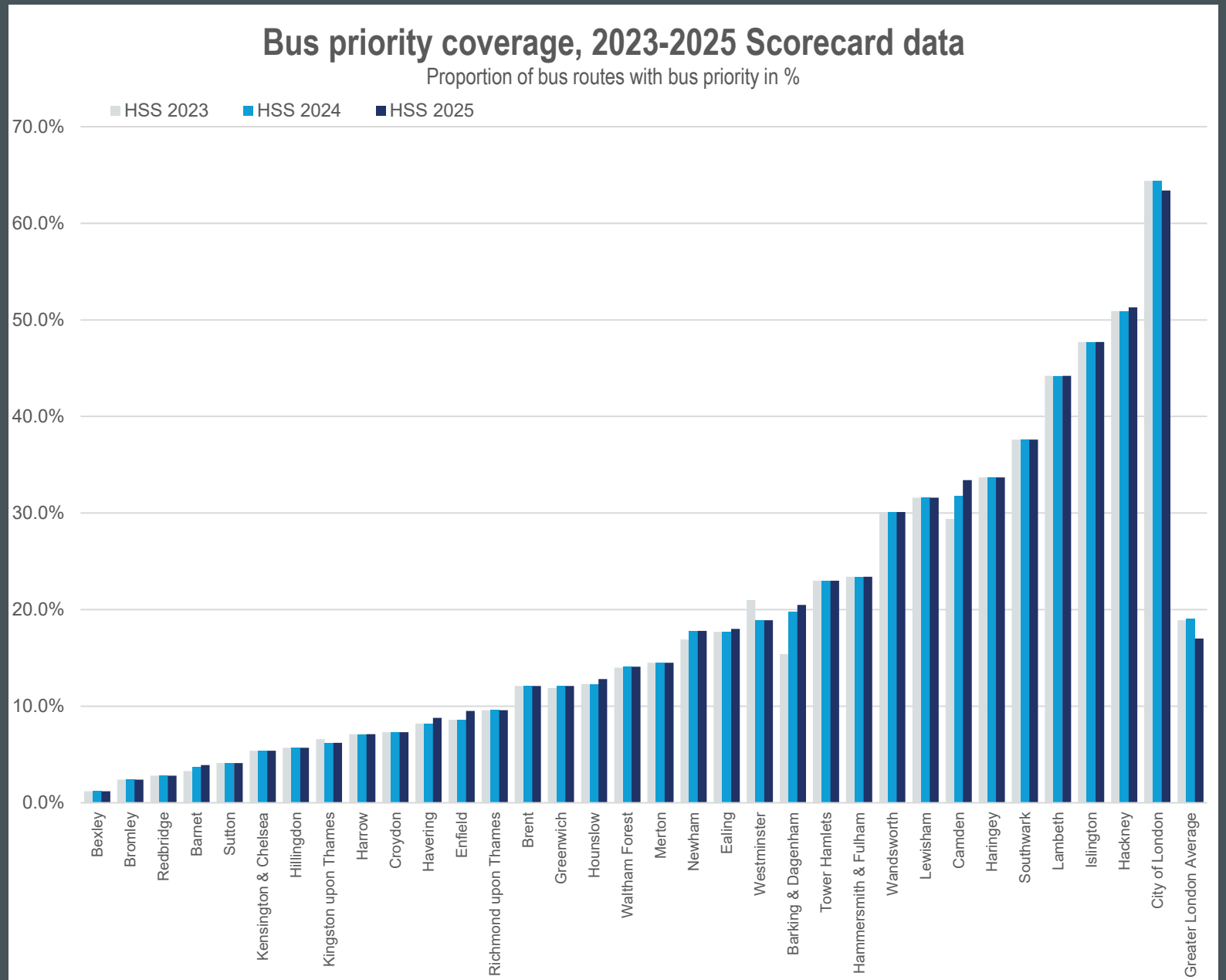
- Increases in bus priority have been modest.
- Camden saw the biggest improvement, up 1.6 percentage points
- Hackney, Islington and Lambeth are the best performing inner London boroughs
- Barking & Dagenham has introduced more priority routes and remains the best performing outer London borough.
- TfL looking to support this with Better Bus Partnerships funding – 3 boroughs X £10 million each.

Bus Priority



Proportion of bus route with bus priority in %
2025 data and more details: healthystreetscorecard.london

BUS PRIORITY



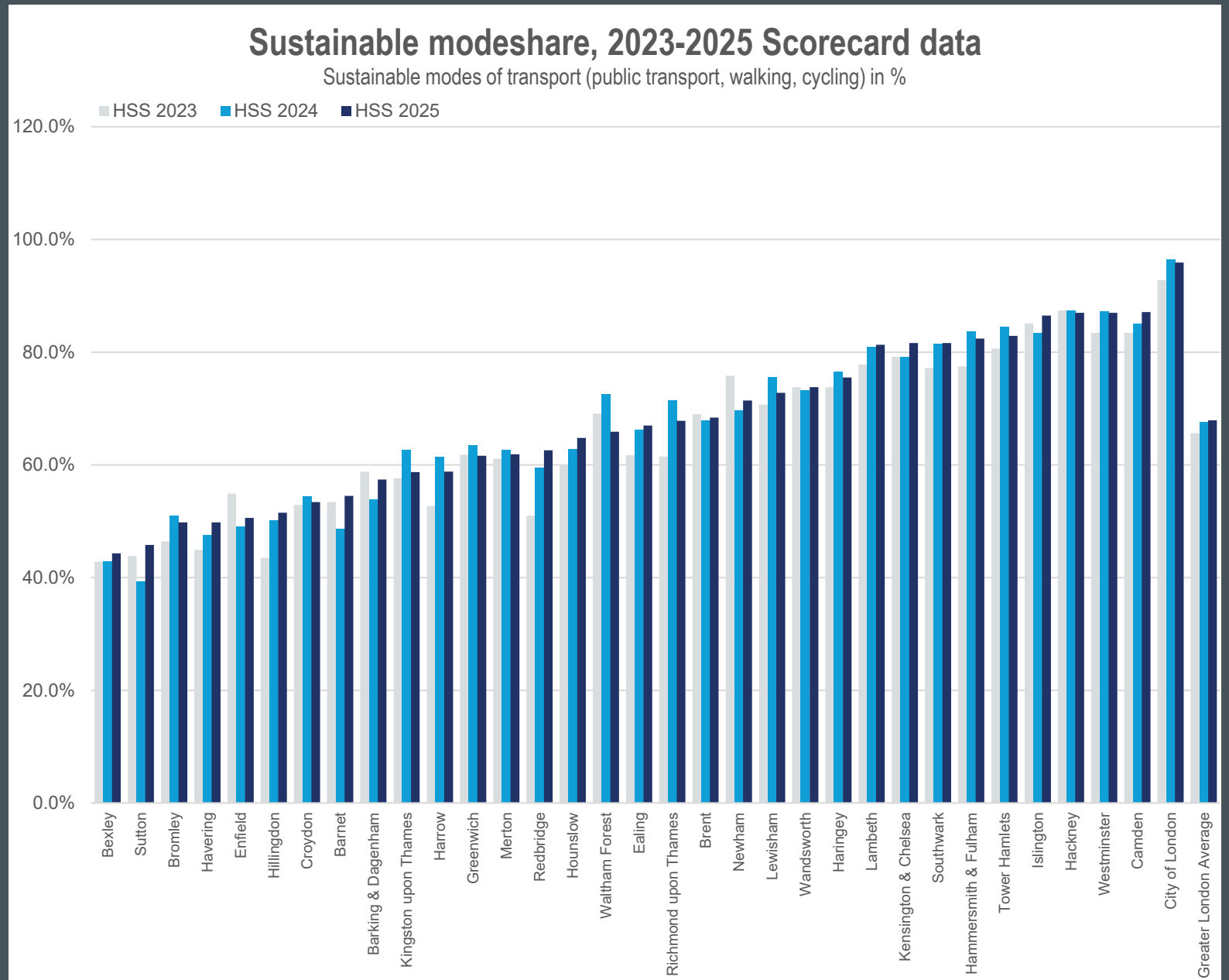
OUTCOME INDICATORS



MODESHARE

- Average scores for journeys by sustainable modes - walking, cycling and public transport - have risen very slightly from 67.6% to 67.9%.
- More than 85% of journeys are made by sustainable modes in 5 inner London boroughs: City of London, Camden, Westminster, Hackney and Islington.
- Brent and Richmond-upon-Thames have the highest scores (both 68%) among outer London boroughs.
- 18 of the 33 boroughs have seen their scores improve and 15 boroughs saw a decrease.

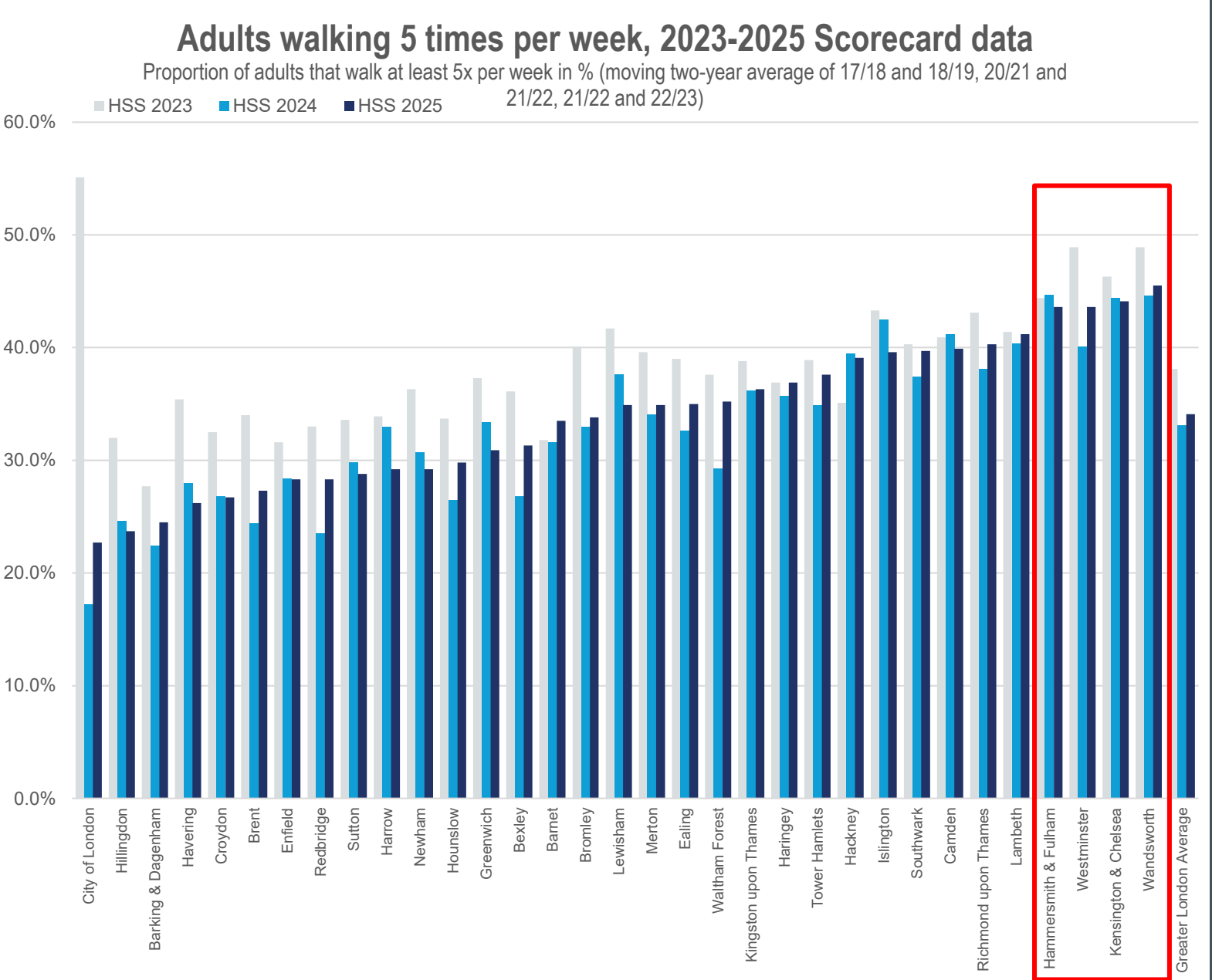
MODESHARE



ACTIVE TRAVEL-WALKING

- Although regular walking rates (adults walking 5+ times per week) are still below the levels seen in the pandemic, 18 boroughs saw a slight increase in the last year, with the London population average increasing from 33.1% to 34.1%.

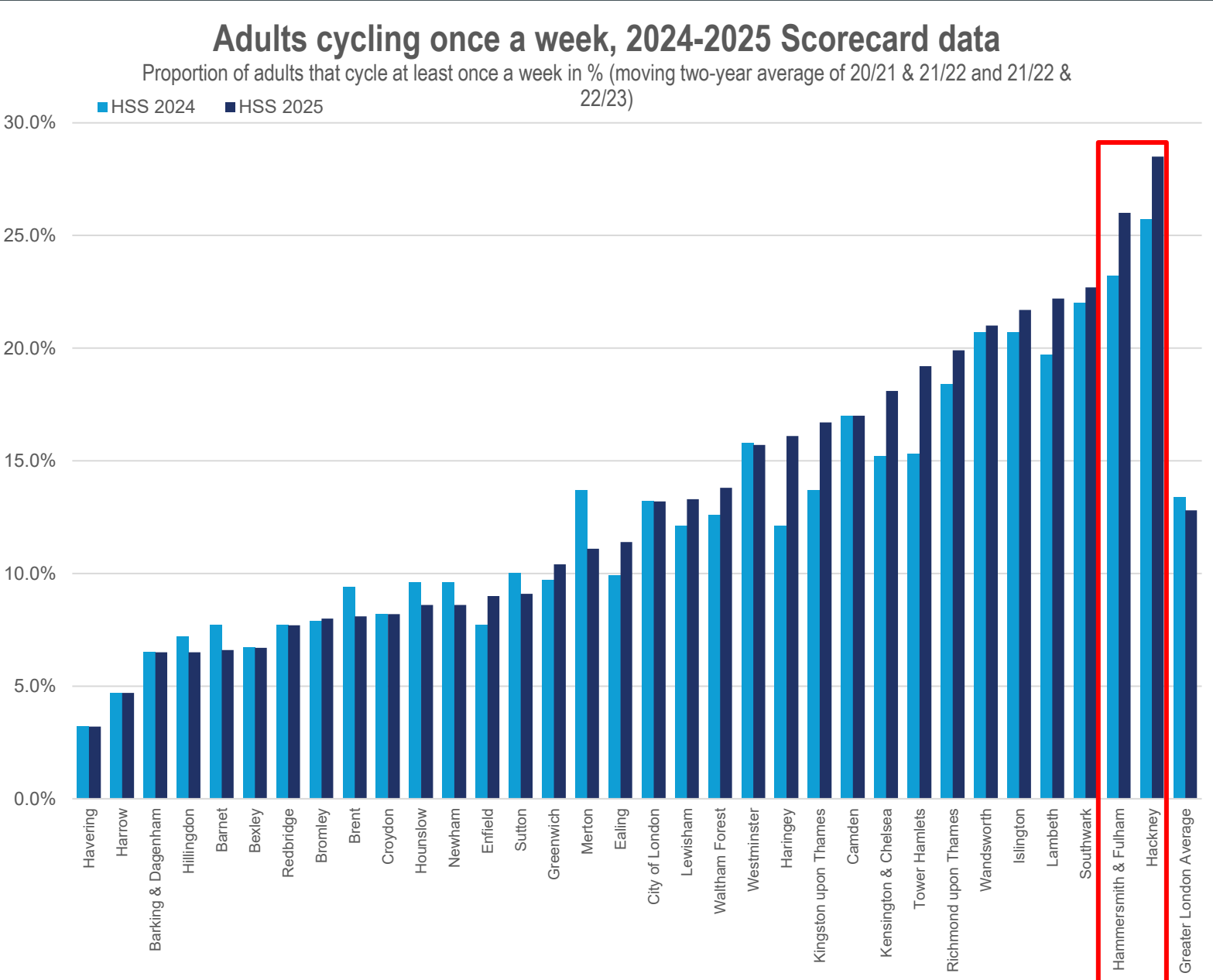
ACTIVE TRAVEL- WALKING



ACTIVE TRAVEL-CYCLING

- Growth in levels of cycling has stalled, with the 2025 figure at 12.8% compared to the last two-year average at 13.4%.
- Nonetheless, 13 boroughs saw an increase of at least 1.0 percentage points, the highest increases being Haringey, Tower Hamlets, Kingston, Kensington & Chelsea, Hammersmith & Fulham, Hackney and Lambeth.
- Merton saw the biggest decrease in cycling rates.

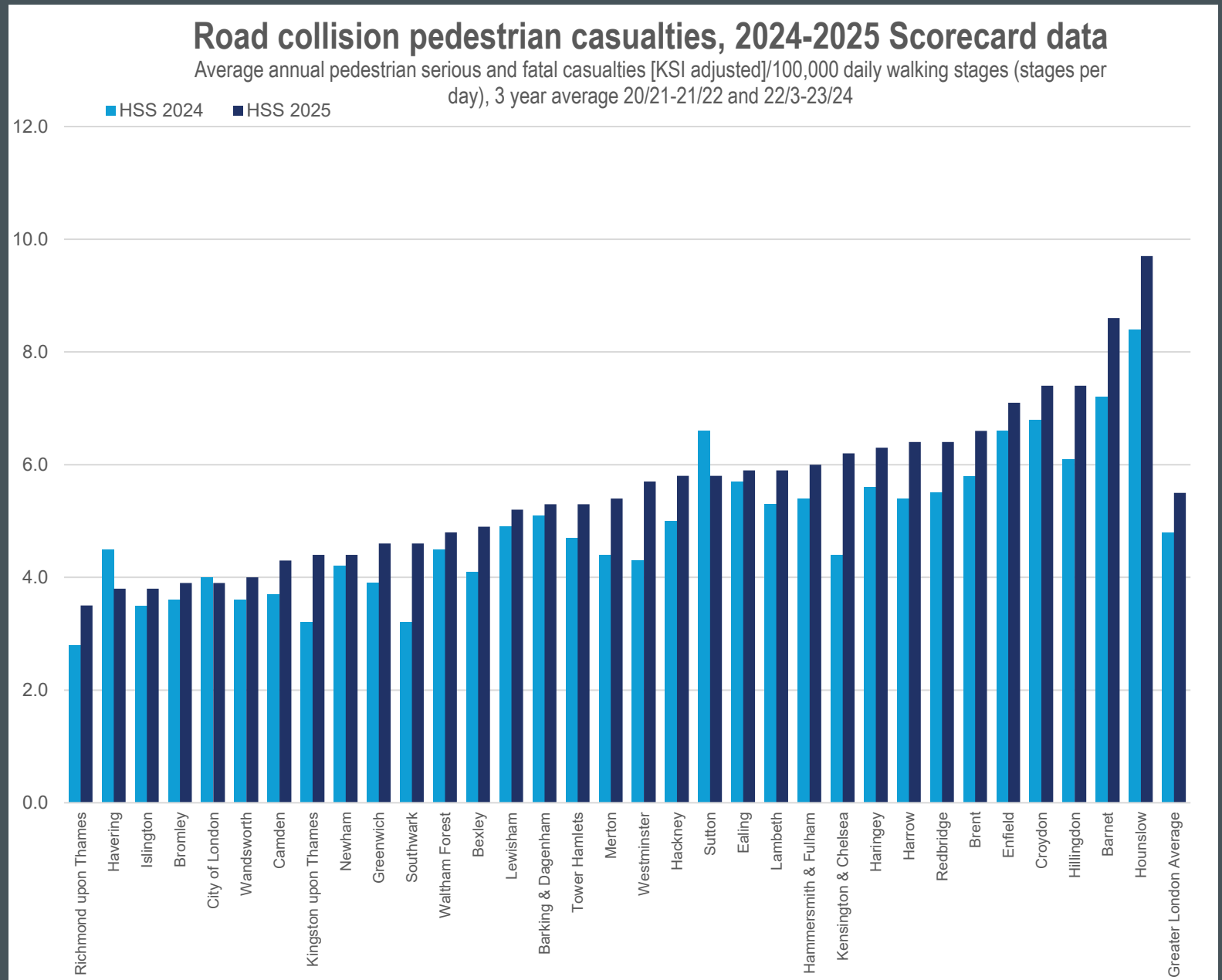
ACTIVE TRAVEL- CYCLING



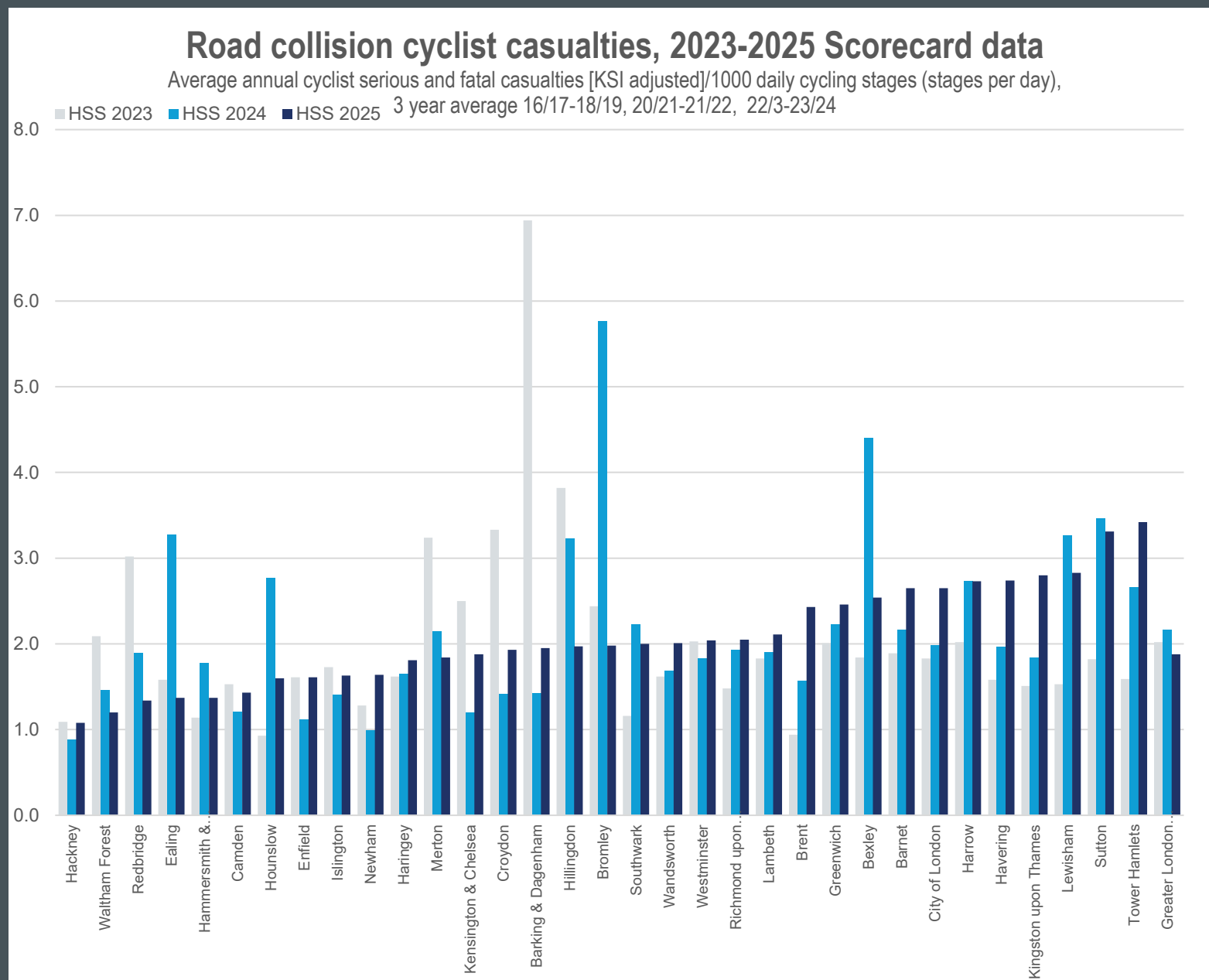
ROAD CASUALTIES

- Policy overall is guided by Vision Zero; target that by 2041 no one will be seriously injured or killed on London's roads.
- London is currently a long way behind its Vision Zero targets. By 2030 the target is that just 1,316 people will seriously injured or killed on the roads - this requires a 64.3% decline from the 2024 figure.
- In 2024, 59% of all serious and fatal casualties were amongst people walking and cycling.
- The Healthy Streets Scorecard looks at road casualties in London amongst those walking and cycling through the prism of casualty rates i.e. the numbers of serious and fatal reported road casualties amongst those who are walking and those who are cycling in each borough in relation to the number of journeys (trip stages) that are walked or cycled in that borough.

CASUALTY RATE - PEDESTRIANS



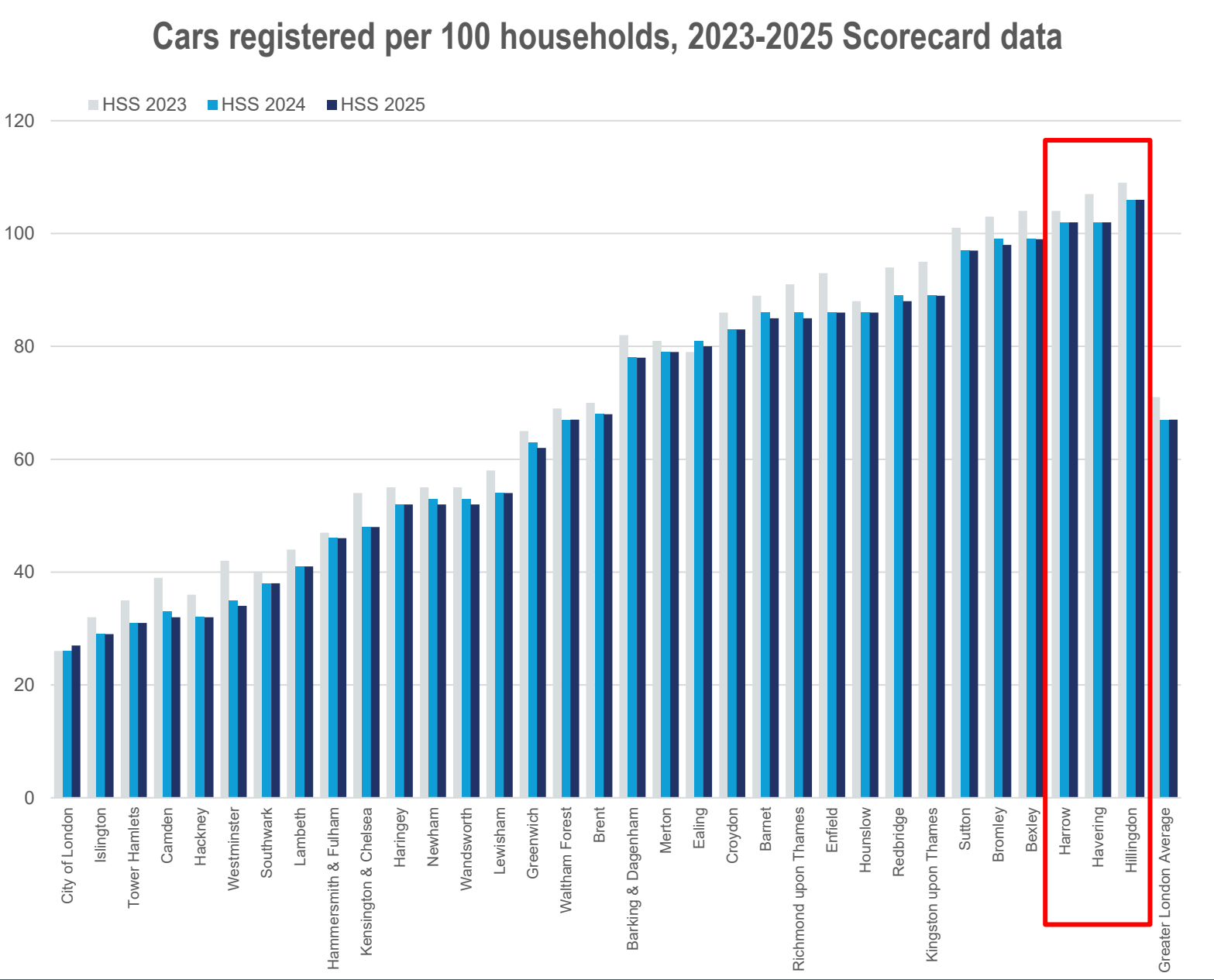
CASUALTY RATE - CYCLING



CARS PER HOUSEHOLD

- Car ownership remains doggedly high across London.
- MTS target is for just a 10% fall in car ownership over the lifetime of the MTS (250,000 fewer privately owned cars by 2041, down from 2018 baseline of 2,507,585).
- In 2018 there were 2,514,794 cars registered in London. By 2023 this had dropped to 2,406,694 and in 2024 it dropped to 2,399,792 (-4.6%/115,000 from 2018).

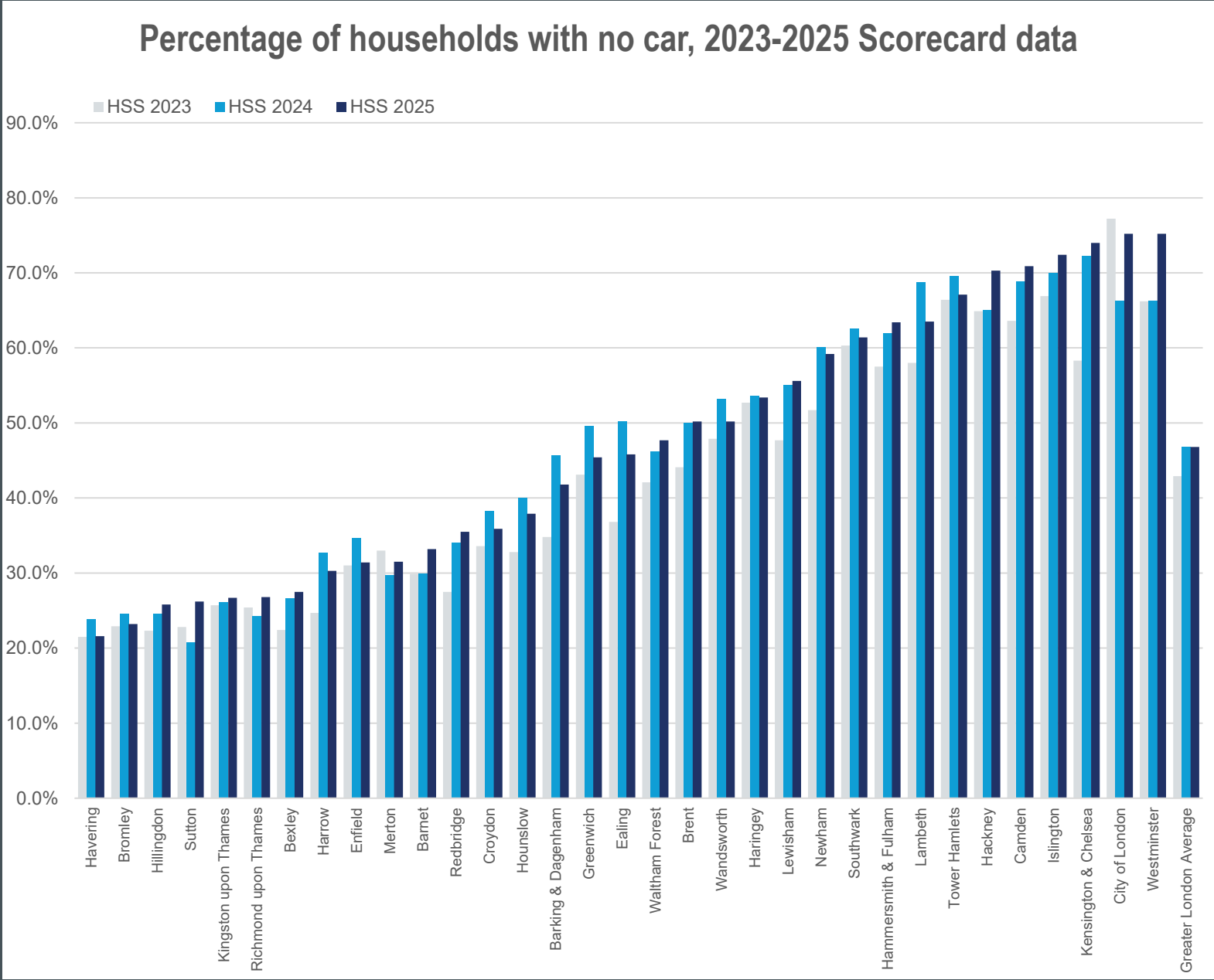
CARS PER HOUSEHOLD



HOUSEHOLDS WITHOUT A CAR

- In 15 out of the 33 boroughs half or more households do not have access to a car
- 6 boroughs - 70%+ households have no car. Westminster and City of London top the table with 75% of households having no car. In Hackney, Camden, Islington and Kensington & Chelsea the figure is also over 70%.
- At the other end of the scale, only 22% of households in Havering and only 23% in Bromley are car-free.

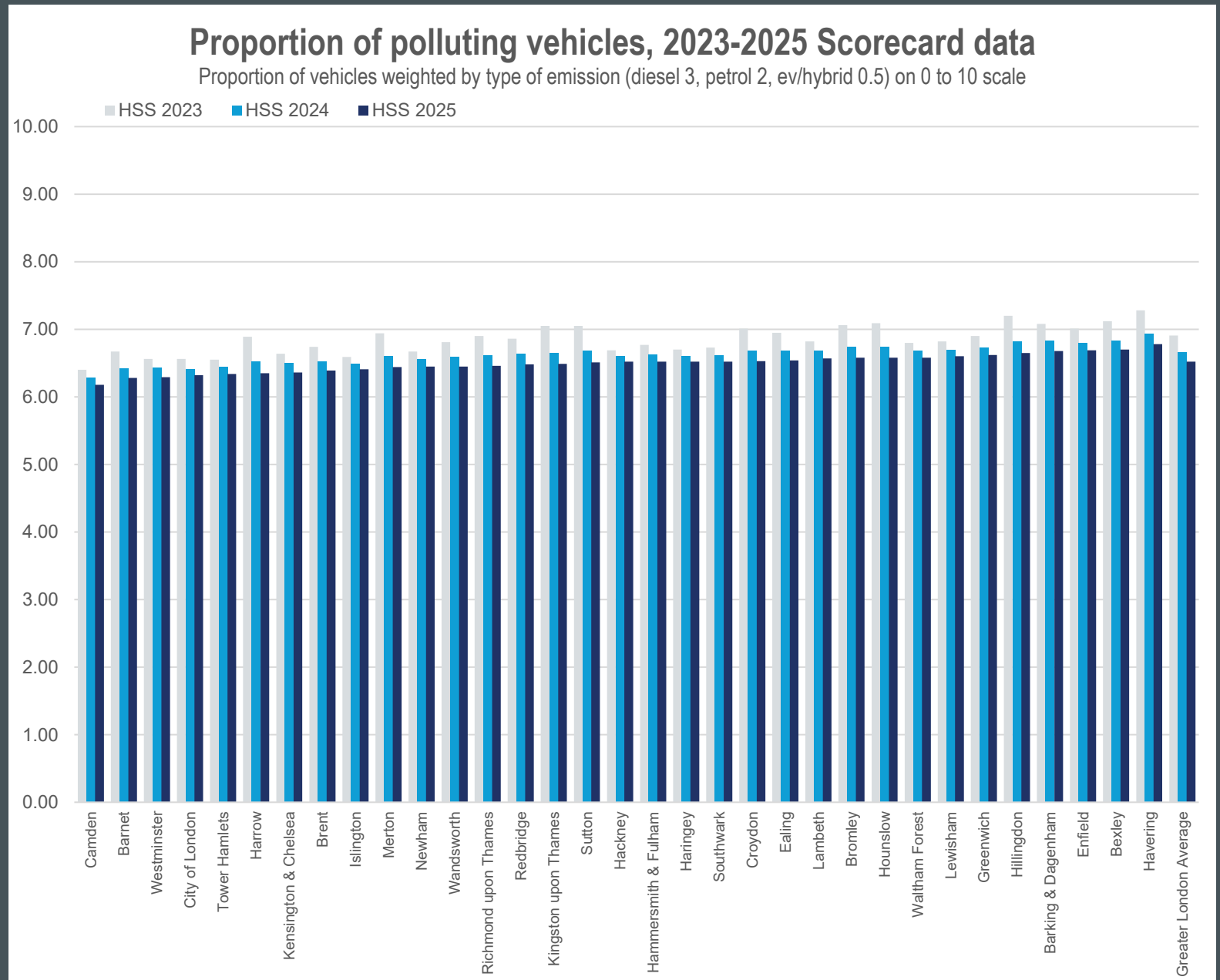
HOUSEHOLDS WITHOUT A CAR



PROPORTION OF POLLUTING CARS

- This metric scores diesel cars as 3, petrol cars as 2, and EVs as 0.5, and converts the relative proportion of each into a score out of 10; an all-diesel car borough would score 10 out of 10.
- The proportion of polluting vehicles is falling but the range of scores is narrow.
- Camden tops the table with a score of 6.2 compared to bottom of the table Havering with a score of 6.8.

PROPORTION OF POLLUTING CARS



HEALTHY STREETS SCORECARD

THANK
YOU

8th July 2025

