Source: Lucy Saunders

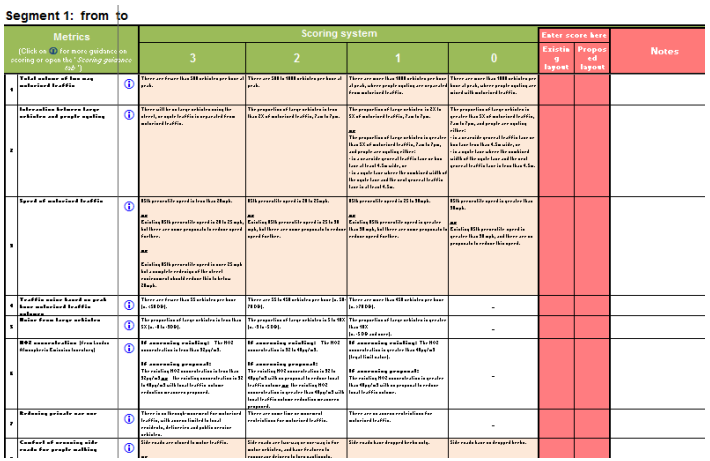
Healthy Streets

Lucy Saunders FFPH

10 Healthy Streets Indicators

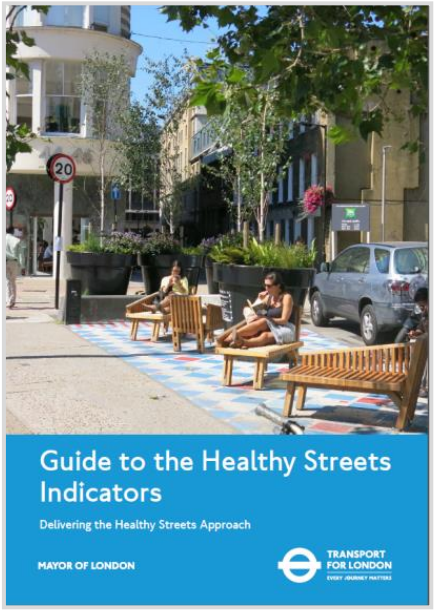
Source: Lucy Saunders

Healthy Streets Toolkit



Segment 1: from to

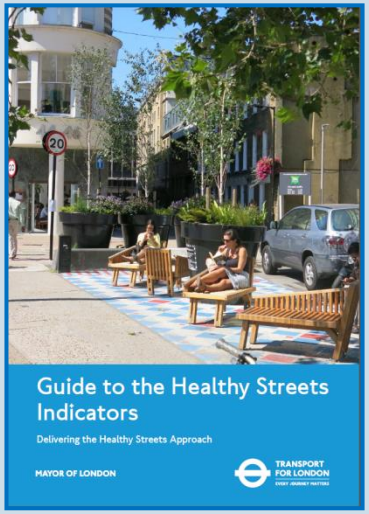
Metrics (Click on ⓘ for more guidance on scoring or open the 'Scoring guidance' tab)		Scoring system 3	2	1	0	Enter score here: Existing layout	Enter score here: Proposed layout	Notes
1	Total volume of low emg motorised traffic	ⓘ	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.			
2	Interaction between large vehicles and people cycling	ⓘ	There will be no large vehicles using the street, or cycle facilities separated from motorised traffic.	The proportion of large vehicles is less than 5% of motorised traffic, 7 cm to 1pm.	The proportion of large vehicles is 5% to 10% of motorised traffic, 7 cm to 1pm. OR The proportion of large vehicles is greater than 10% of motorised traffic, 7 cm to 1pm, and people are cycling either: - in a one-side operated traffic lane or less than 4.5m wide, or - in a cycle lane above the combined width of the cycle lane and the one operated traffic lane is at least 6.5m.	The proportion of large vehicles is greater than 10% of motorised traffic, 7 cm to 1pm, and people are cycling either: - in a one-side operated traffic lane or less than 4.5m wide, or - in a cycle lane above the combined width of the cycle lane and the one operated traffic lane is at least 6.5m.			
3	Speed of motorised traffic	ⓘ	85th percentile speed is less than 20mph. AS Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. AS Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph. AS Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph. AS Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is greater than 30mph. AS Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.			
4	Traffic noise based on peak hour motorised traffic volumes	ⓘ	There are fewer than 20 vehicles per hour (c. <500).	There are 20 to 450 vehicles per hour (c. 50 to 1000).	There are more than 450 vehicles per hour (c. >1000).	-			
5	Noise from large vehicles	ⓘ	The proportion of large vehicles is less than 5% (c. <1k-1000).	The proportion of large vehicles is 5% to 10% (c. 1k-2000).	The proportion of large vehicles is greater than 10% (c. >2000 vehicles).	-			
6	NO2 concentration (from tasks throughout Exercise booklet)	ⓘ	NF assessing reliability: The NO2 concentration is less than 40µg/m3. NF assessing proposal: The existing NO2 concentration is less than 40µg/m3 and no. No existing concentration is 40 to 60µg/m3 will be need traffic volume reduction measures proposed.	NF assessing reliability: The NO2 concentration is 40 to 60µg/m3. NF assessing proposal: The existing NO2 concentration is 40 to 60µg/m3 with no proposal to reduce local traffic volumes. No existing NO2 concentration is greater than 60µg/m3 with local traffic volume reduction measures proposed.	NF assessing reliability: The NO2 concentration is greater than 60µg/m3 (local limit value). NF assessing proposal: The existing NO2 concentration is greater than 60µg/m3 with no proposal to reduce local traffic volumes.	NF assessing reliability: The NO2 concentration is greater than 60µg/m3 (local limit value). NF assessing proposal: The existing NO2 concentration is greater than 60µg/m3 with no proposal to reduce local traffic volumes.			
7	Reducing private car use	ⓘ	There is no through movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some low or moderate restrictions for motorised traffic.	There are no or severe restrictions for motorised traffic.	-			
8	Comfort of crossing side roads for people walking	ⓘ	Side roads are closed to motor traffic.	Side roads are low-speed or one-way to for motor vehicles, and have features to ensure pedestrians have continuity.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.			



Guide to the Healthy Streets Indicators

An analytical tool

- Summarises the essential aspects of the 10 Healthy Streets Indicators using questions as prompts
- Use to qualitatively assess the Healthy Streets Indicators
- Easy to understand
- Photos and examples



Guide to the Healthy Streets Indicators

Easy to cross

Streets without suitable crossing facilities make walking and cycling less appealing. They can be a significant barrier to some people travelling on foot or bike. The types of crossing needed will vary, but on all streets it should be easy for people of all ages and abilities to find a safe place to cross without having to go out of their way.

Questions

- Can people cross the road safely at the point they would find most convenient?
- Does the amount and speed of traffic make it difficult for people to cross the road?
- Are the crossings provided suitable for the type of street, the amount of traffic and nearby uses eg doctor's surgery or school?
- Are crossings accessible to everyone?
- Do people need to walk to a junction to find a safe and accessible place to cross?
- Can people walking and cycling pedestrians and cyclists cross safely, directly and comfortably at junctions?
- Are people waiting a long time for a green man at pedestrian crossings?
- Is there enough time for everyone to cross without feeling rushed, including mobility impaired people or people crossing with children?
- Is there good visibility so that people crossing can see oncoming traffic and be seen?
- Where pavements get crowded, is there enough space for people to wait and are crossings wide enough for the amount of people using them?
- Could crossings where people have to wait on an island in the middle of the road be made more comfortable to use?
- Have the entrances to side streets been narrowed and raised to pavement level to give clear priority to people walking and make drivers slow down?
- Does the amount and location of car parking and loading bays make it difficult for people to cross the road?

Combining zebra and cycle crossings gives priority to people using a walking and cycling route where it crosses another street. Crossings should be positioned to provide a direct connection and avoid the need for people to go out of their way to cross.

Lower Clapton Road, LB Hackney

A raised area at the midpoint of a street makes it possible for mobility impaired people, and those pushing buggies or travelling with luggage to cross easily and safely. It also helps slow traffic.

Langham Road, LB Haringey

Raising and narrowing the carriageway at side roads helps to slow traffic and makes it easier for people walking to cross.

Catford Road, LB Lewisham

Crossings should be as direct as possible but on streets with very heavy traffic it is sometimes necessary to split pedestrian crossings, providing space for people to wait in the middle of the road. This space needs to be large enough to comfortably accommodate people waiting to cross.

Wood Green High Road, LB Haringey

Guide to the Healthy Streets Indicators

The name of the Indicator

A short summary of what the Indicator is about

A list of prompt questions that you can use to
- visualise the breadth of what the Indicator covers
- assess a street
- assess proposals for a project

Easy to cross

Streets without suitable crossing facilities make walking and cycling less appealing. They can be a significant barrier to some people travelling on foot or bike. The types of crossing needed will vary, but on all streets it should be easy for people of all ages and abilities to find a safe place to cross without having to go out of their way.

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10

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Wood Green High Road, LB Haringey

11

Four examples of different ways that improvements against the Indicator can be delivered locally

Guide to the Healthy Streets Indicators

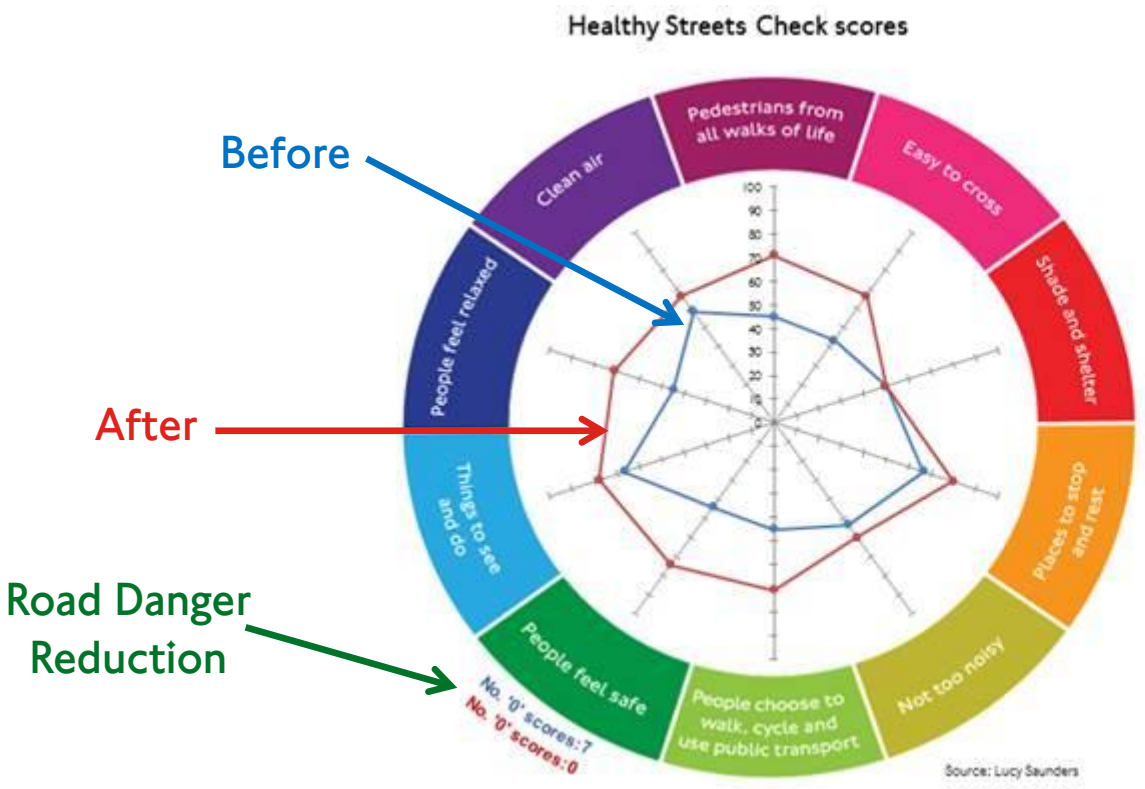
Recommends key steps for improving streets:

1) Use street space differently
2) Reduce traffic speeds
3) Reduce traffic volumes
4) Cut down on clutter
5) More planting
6) Deal with left over spaces
7) Make sure the street is overlooked
8) Promote community ownership
9) Keep the street clean

Healthy Streets Check for Designers

A design tool

- Developed for **street designers** to ensure their proposals are consistent with the Healthy Street Approach.
- This tool is **available online** for all to use for **free**
- It is a technical assessment of the street based on 31 metrics mapped to the 10 Healthy Streets Indicators. The output is a Healthy Street Check Score



Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	45	71
Easy to cross	43	67
Shade and shelter	50	50
Places to stop and rest	67	80
Not too noisy	53	60
People choose to walk, cycle and use public	45	71
People feel safe	44	74
Things to see and do	67	78
People feel relaxed	45	71
Clean Air	58	67
Overall Healthy Streets Check score	47	71
Number of '0' scores	7	0

What is this tool for?

Assessment

This tool shows how the elements of a street that are within the gift of the designer to influence perform against the Healthy Streets Indicators.

Guidance

It can be used to help guide designers to identify, for a specific location, where and how performance against the Healthy Streets Indicators could be improved.

Communications

It can also be used to communicate to stakeholders how a street performs against the Healthy Streets Indicators and how a proposed change to the street layout and use will deliver changes against the Healthy Streets Indicators.

Who uses the tool?

Who?

The tool is very technical and should only be used by people who have been trained to use it.

The tool is for project officers and designers to review existing or proposed street layouts against the ten Healthy Streets Indicators.

Which projects?

The Check should be carried out for any project that is expected to make a significant change to people's experience of the street environment.

When do you use the tool?

When change is being considered

The tool helps guide designers to identify, for a specific location, where and how performance against the Healthy Streets Indicators could be improved. It should therefore be applied to the location where a change is planned to identify what improvements are needed.

Options appraisal

It should then be applied to the different design options to help decide which option to deliver.

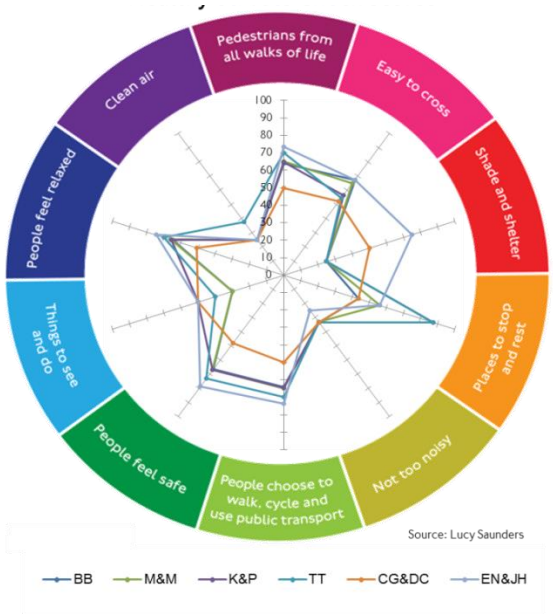
Public engagement

The scores produced for the existing street layout and the proposed change can then be presented to stakeholders to help describe the impacts of the proposal.

How was the tool developed?

- The Healthy Streets Check was first developed in draft form in 2015.
- The Mayor of London and TfL Commissioner committed to TfL using the tool in 2016.
- A working group was established. The group processed feedback on the draft tool from a wide range of technical experts and created a version that was widely acceptable and applicable.
- The draft Check was tested three times on the same scheme with refinements following the first two tests until the third test showed consistent results across a number of independent designers.

Test 1



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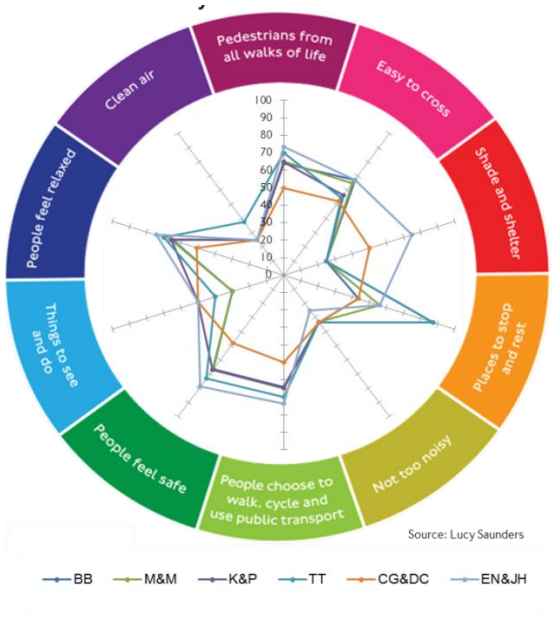
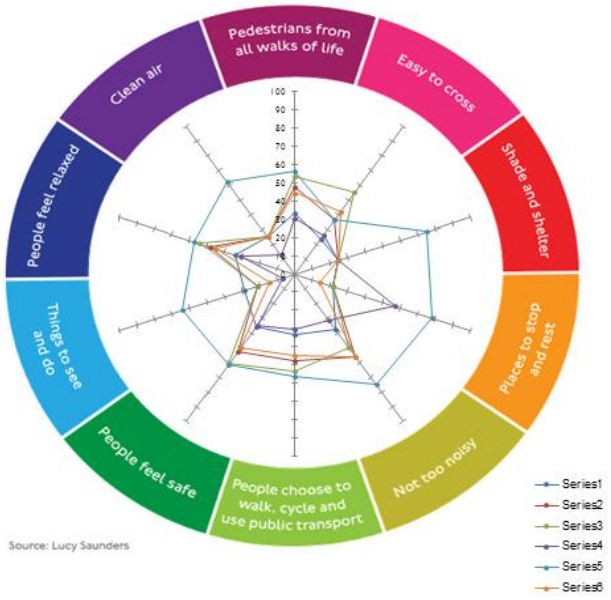


Test 2



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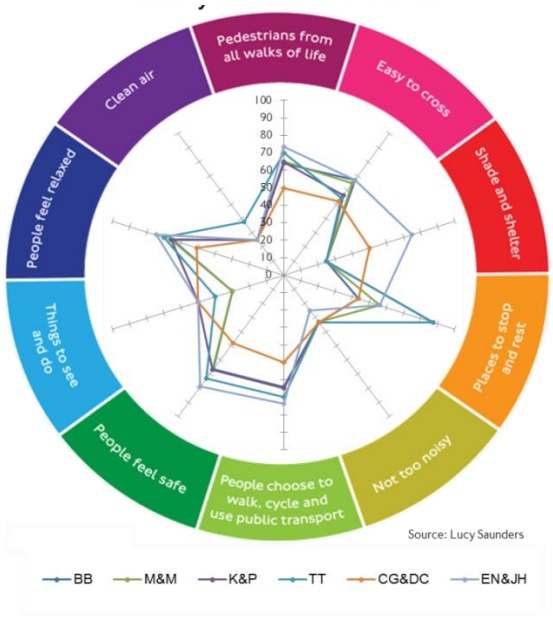
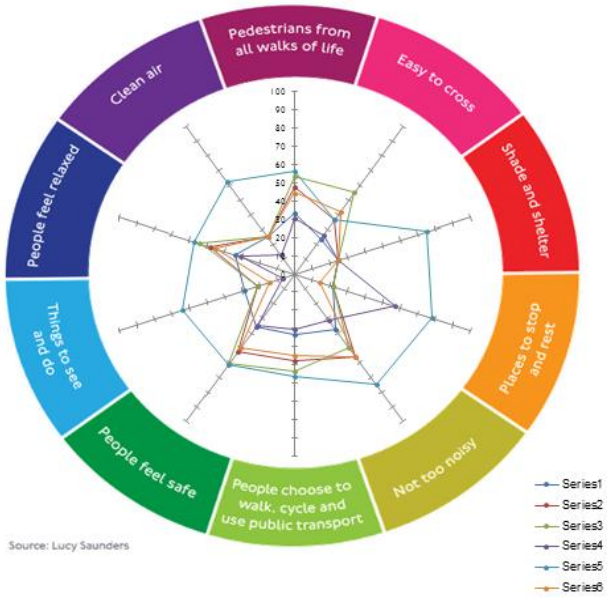
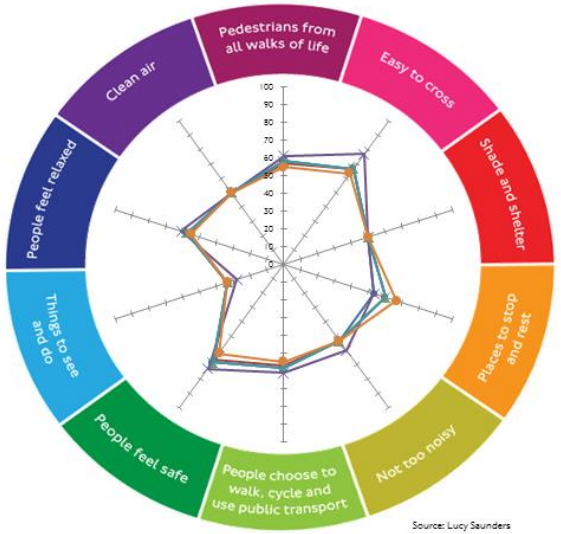


Test 2



Test 3



How the tool works

Page 1 of the tool gives a quick start guide and records project details

Here the user fills out details of the area covered by the Check

Quick Start Guide reminds the user of essential information on where, when and by whom the Check should be used.

Welcome to the Healthy Streets Check for designers

Please fill in the information below:

Name of scheme:

Scheme owner:

Design stage:

Design iteration:

How many segments will be assessed?

	Link (street)	**from** (side street)	**to** (side street)
Segment 1:			
Segment 2:			
Segment 3:			
Segment 4:			
Segment 5:			

Who should use this?

This Check tool is for people involved in the design of street environments, primarily traffic engineers and urban designers. It is a technical tool that requires a good understanding of street engineering and traffic management to use it. With training and experience the Check results for a given street should not vary significantly from practitioner to practitioner.

The Guide to Healthy Streets Indicators is a more accessible and general guide for a wider audience to qualitatively assess a street against the 10 Indicators of a Healthy Street.

When should the Check be applied?

The Healthy Streets Check can be applied to existing streets and to designs of proposed street layouts. At the earliest stages of street design we recommend reading the Guide to Healthy Streets Indicators for a rounded understanding of the broad range of issues to consider in design. TfL Streetscape Guidance and other design guidance in the TfL Streets Toolkit should be used in the design process to meet best practice standards.

The Check does not replace any standard audit procedures and should be considered as having the status of supplementary guidance. The optimum time to consider using the Check is during option assessment where the benefits of individual options can be compared against the existing conditions.

Where should you use the Healthy Streets Check?

The Healthy Streets Check is suitable for application to a segment of street that has a uniform character and at least one junction.

The Healthy Streets Check should not be applied to segments of street with varying form and function.

Defining the study area

Start by splitting the street into segments that are similar in form and function, this can be partly informed by the Street Type which indicates the movement and place functions of the street.

Each segment should include at least one junction.

For large schemes affecting a long stretch of street or several streets, the Healthy Streets Check should be applied to a series of segments.

When assessing a segment, if it is a minor road you assess the minor road junctions on it, you do not assess any junctions with major roads. If there is a junction between a minor road and a major road, the junction should be assessed as part of the major road's segment.

Collecting the data

To complete the Healthy Streets Check you will need the following data/material:

- Highway layout drawings which can be printed to scale or with dimensions on them.
- Urban design layout with material choice.
- Classified traffic counts, including turning movements.
- Pedestrian data to estimate pedestrian level of service and pedestrian desire crossing lines.
- Traffic speed with 85th percentile.
- Traffic lights stages and timing.
- NO_2 concentrations derived from TfL's air quality model.

It is imperative to be able to accurately measure some elements of the street's design (through CAD drawings or with scale ruler). New kerb lines should always be shown clearly on drawings and text boxes should always indicate any change to the existing condition.

Every effort should be made to gather the data/drawings listed above prior completing the Check. However, if not available, the assessor should make estimates based on the best information available.

It is strongly advised to carry-out on-site visits as some elements of the Check cannot be answered by looking at a drawing or other data (e.g. defects on the walking/cycling surface, spacing between tree canopies).

Some metrics are scored based on data for which values vary by time of day (e.g. traffic volume and speed, HGV traffic). In these cases, the scheme should be assessed based on peak hour data.

Quick Start Guide advises how to define study area and what data they need before they can get started.

How to define the area to apply the tool

- The Healthy Streets Check is suitable for application to a segment of street that has a uniform character and at least one junction.
- The Healthy Streets Check should not be applied to segments of street with varying form and function.
- Start by splitting the street into segments that are similar in form and function.
- Each segment should include at least one junction.
- For large schemes affecting a long stretch of street or several streets, the Healthy Streets Check should be applied to a series of segments.
- If you are assessing a minor road you assess the minor road junctions on it, you do not assess any junctions with major roads. If there is a junction between a minor road and a major road, the junction should be assessed as part of the major road's segment.

Collecting the data to apply the tool

- To complete the Healthy Streets Check you will need the following data/material:
  - Highway layout drawings which can be printed to scale or with dimensions on them.
  - Urban design layout with material choice.
  - Classified traffic counts, including turning movements.
  - Pedestrian data to estimate pedestrian level of service and pedestrian desire crossing lines.
  - Traffic speed with 85th percentile.
  - Traffic lights stages and timing.
  - NO2 concentrations derived from TfL's air quality model.
- If you cannot get hold of the data needed you should make estimates based on the best information available.
- You need to accurately measure some elements of the street's design (through CAD drawings or with scale ruler).
- You should carry-out on-site visits to existing streets to assess defects on the walking/cycling surface, spacing between tree canopies etc.
- Some metrics are scored based on data for which values vary by time of day (e.g. traffic volume and speed, HGV traffic). In these cases, the scheme should be assessed based on peak hour data.

The metrics

There are 31 metrics to measure.

Each metric is scored at its **weakest point**

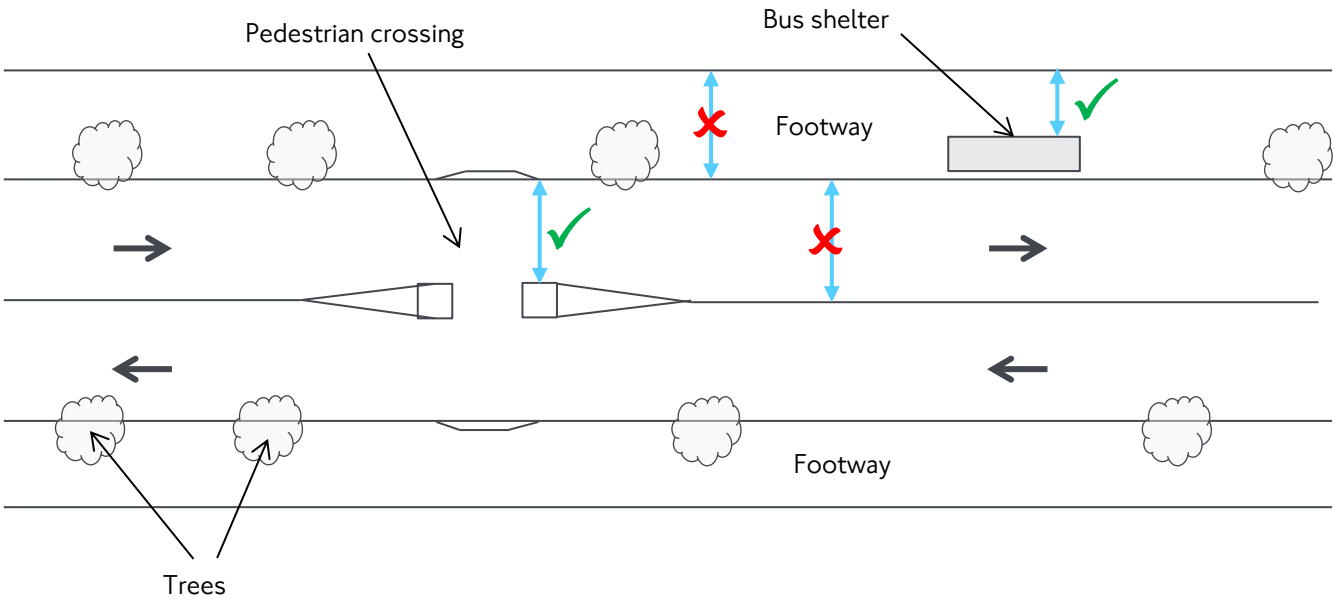
Metrics cover the following....

- Volume, through movement and speed of motorised traffic
- Interaction between large vehicles and people cycling
- Traffic Noise
- NO2 concentrations
- Crossings
- Footway width and shared use
- Collision risk for people cycling
- Sufficient space for cycling
- Surface quality for walking and cycling
- Surveillance of public space
- Lighting
- Cycle parking
- Street trees and planting
- Resting points
- Shelter
- Bus priority
- Public transport accessibility

The weakest point

Every metric must be assessed for its weakest point on any street or design.

For example, the “Width of clear continuous walking space” and “Effective width for cycling” metrics are to be measured at the narrowest section of the route.



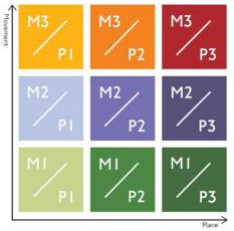
A street is only as good as its weakest point

The same standards for all streets?

- **The same Healthy Streets Check standards are to be applied to all streets regardless of their Street Type and functions.**
- **Health is not a relative concept.** The Check assesses the extent to which the street provides an environment that protects and improves human health.
- All streets can improve their Healthy Streets Check score regardless of their function.

The streets below are very different in form but all M3 / P1

Street Types: a framework to categorise streets based on their place and movement functions. Every street in London falls into one of 9 'Street types' depending on its role in moving people and goods versus its role as a place that attracts people.



How the tool works

There are **31** metrics.

26 metrics apply to all streets

2 metrics apply to streets that have bus services running on them

3 metrics apply to streets which have public transport interchanges

Each metric
- Is clearly defined
- Can be applied to any street type
- Uses easily available data sources
- Is based on existing TfL guidance or best practice

	Metrics (Click on ⓘ for more guidance on scoring or open the '*Scoring guidance tab*')		Scoring system 3	2	1	0	Enter score here: Existing layout	Proposed layout
14	**Sharing of footway with people cycling**	ⓘ	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use **or** Part or all of a footway less than 3m wide is designated as shared use.	–		
15	**Collision risk between people cycling and turning motor vehicles**	ⓘ	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised **and** At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions. **and** At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses. **and** At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place	At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.		
16	**Effective width for cycling**	ⓘ	**Where cycles are separated from other traffic,** the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of	**Where cycles are separated from other traffic,** the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of	**Where cycles are separated from other traffic,** the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of	Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.		

For each metric there is a link to detailed guidance on how to measure it

3 is the **highest** score a metric can receive.

1 is the **lowest** score that 21 metrics can receive.

0 is the lowest score that 10 metrics can receive.

How the score is produced

Segment 1: from

	Metrics (Click on ⓘ for more guidance scoring or open the 'Scoring guidance' tab)	Scoring system 3	2	1	0	Enter score here: Existing layout	Proposed layout
1	**Total volume of motorised traffic**	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	0	1
2	**Interaction between large vehicles and people cycling**	There will be no large vehicles using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm **or** The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.	0	1
3	**Speed of motorised traffic**	85th percentile speed is less than 20mph **or** Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. **or**	85th percentile speed is 20 to 25mph **or** Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph **or** Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is greater than 30mph **or** Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.	1	2
4	**Traffic noise based on peak hour motorised traffic volumes**	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	-	1	1
5	**Noise from large vehicles**	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	-	1	1
6	**NO2 concentration** (from London Atmospheric Emission Inventory)	**If assessing existing:** The NO2 concentration is less than 32µg/m3. **If assessing proposal:** The existing NO2 concentration is less than 32µg/m3 **or** the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	**If assessing existing:** The NO2 concentration is 32 to 40µg/m3. **If assessing proposal:** The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume **or** the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction measures proposed.	**If assessing existing:** The NO2 concentration is greater than 40µg/m3 (legal limit value). **If assessing proposal:** The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	-	1	1
7	**Private car use reduction**	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	-	1	2
8	**Comfort of crossing side roads for pedestrians.**	Side roads are closed to motor traffic **or** Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	1	3
9	**Mid-link crossings, to meet desire lines.**	Main desire lines across links are met by crossings suitable for all users at all times.	Main desire lines across links are met by crossings that are suitable some of the time but that do not meet demand all of the time.	Main desire lines across links are not met by pedestrian crossings.	-	2	3
10	**Opportunity to cross the street.**	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour **or** A zebra or parallel crossing is provided **or** Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour **or** Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit **or** Crossing is signalised and staggered where the distance to cross is greater	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour **or** Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit	-	1	3

Once a score has been given in the drop down menu the cell turns from pink to white

If a metric scores '0' it is highlighted in red

A new design may not improve the score on individual metrics but the overall score for Indicators can still increase because multiple metrics contribute to each Indicator score.

These 2 columns are the only parts of the spreadsheet the user can change

How the score is produced

Each metric contributes to the relevant Healthy Streets Indicators. This is shown in green ticks next to each metric

Segment 1: from to

	Metrics (Click on ⓘ for more guidance on scoring or open the 'Scoring guidance' tab)		Scoring system 3	2	1	0	Enter score here: Existing layout	Proposed layout	Notes	How each metric contributes to the Healthy Streets Indicators' scores: Pedestrians from all	Easy to cross	Shade and shelter	Places to stop and rest	Not too noisy	People choose to walk, cycle and	People feel safe	Things to see and do	People feel relaxed	Clean Air
1	Total volume of two way motorised traffic	ⓘ	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.				✓	✓	-	-	-	✓	✓	-	✓	-
2	Interaction between large vehicles and people cycling	ⓘ	There will be no large vehicles using the street, so cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. or The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a one-wide queue of traffic lane or less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next queue of traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a one-wide queue of traffic lane or less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next queue of traffic lane is less than 4.5m.				✓	-	-	-	-	✓	✓	-	✓	-
3	Speed of motorised traffic	ⓘ	85th percentile speed is less than 20mph. or Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. or Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph. or Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph. or Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is greater than 30mph. or Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.				✓	✓	-	-	-	✓	✓	-	✓	-
4	Traffic noise based on peak hour motorised traffic volumes	ⓘ	There are fewer than 55 vehicles per hour [ie. <58 DB].	There are 55 to 458 vehicles per hour [ie. 58-78 DB].	There are more than 458 vehicles per hour [ie. >78 DB].	-				✓	-	-	-	✓	✓	-	-	✓	-
5	Noise from large vehicles	ⓘ	The proportion of large vehicles is less than 5% [ie. <81 -300].	The proportion of large vehicles is 5 to 10% [ie. 81 to 300].	The proportion of large vehicles is greater than 10% [ie. >300 DB and more].	-				✓	-	-	-	✓	✓	-	-	✓	-
6	NO2 concentration [from London Atmospheric Emission Inventory]	ⓘ	If assessing existing: The NO2 concentration is less than 32µg/m3. If assessing proposal: The existing NO2 concentration is less than 32µg/m3 or the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is 32 to 40µg/m3. If assessing proposal: The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume or the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is greater than 40µg/m3 [legal limit value]. If assessing proposal: The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	-				✓	-	-	-	-	✓	-	-	-	✓
7	Reducing private car use	ⓘ	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some limited restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	-				✓	✓	-	-	✓	✓	✓	-	✓	✓
8	Comfort of crossing side roads for people walking	ⓘ	Side roads are closed to motor traffic. or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.				✓	✓	-	-	-	✓	✓	-	✓	-
9	Mid-block crossings, in most desire lines	ⓘ	Main desire lines across links are met by crossings suitable for all users at all times.	Main desire lines across links are met by crossings that are suitable most of the time but that do not meet demand all of the time.	Main desire lines across links are not met by pedestrian crossings.	-				✓	✓	-	-	-	✓	✓	-	✓	-

For example the first metric contributes to the overall score for 5 of the 10 metrics, the second metric contributes to the overall score of 4 of the 10 metrics.

How the tool works

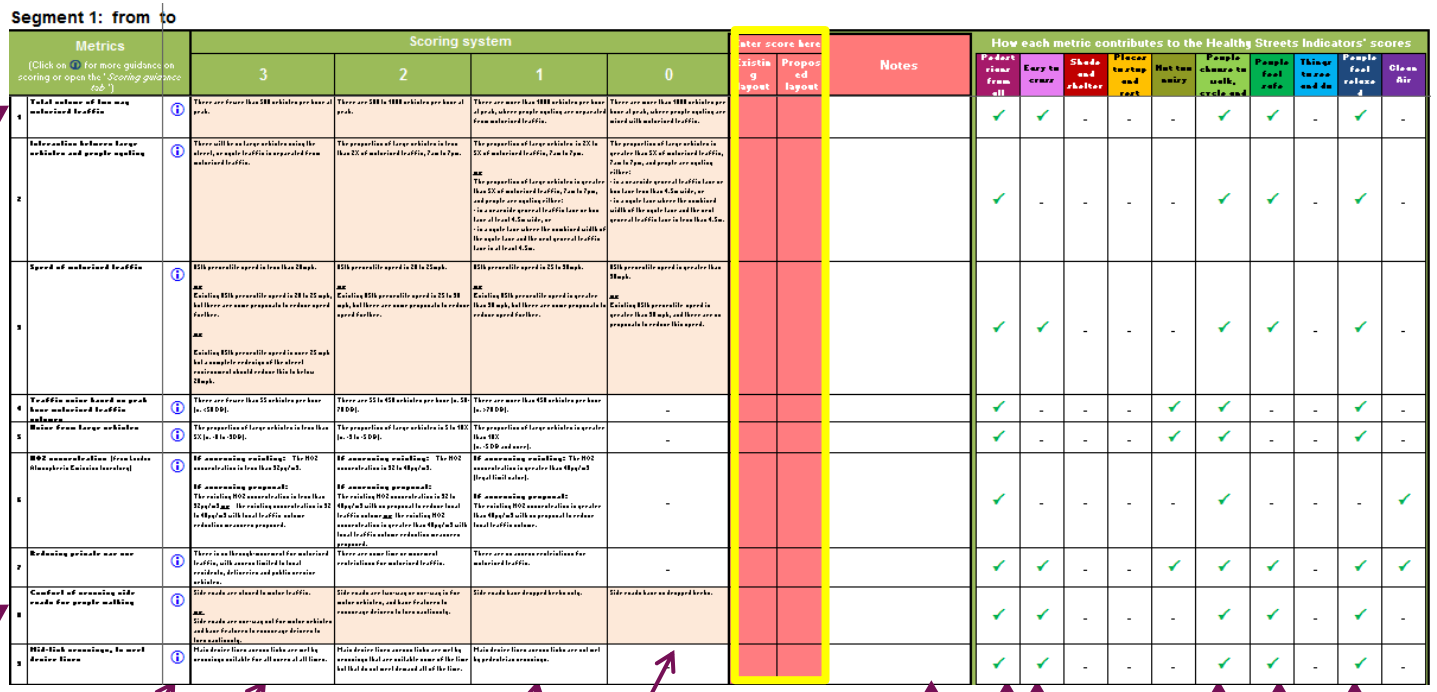
There are **31** metrics.

26 metrics apply to all streets

2 metrics apply to streets that have bus services running on them

3 metrics apply to streets which have public transport interchanges

Each metric
- Is clearly defined
- Can be applied to any street type
- Uses easily available data sources
- Is based on existing TfL guidance or best practice



For each metric there is a link to detailed guidance on how to measure it

3 is the **highest** score a metric can receive.
1 is the **lowest** score that 22 metrics can receive.
0 is the lowest score that 10 metrics can receive.

For your chosen street location you score each metric on 'existing layout' and 'proposed layout'

Each metric is linked to the relevant Healthy Streets Indicators that it influences

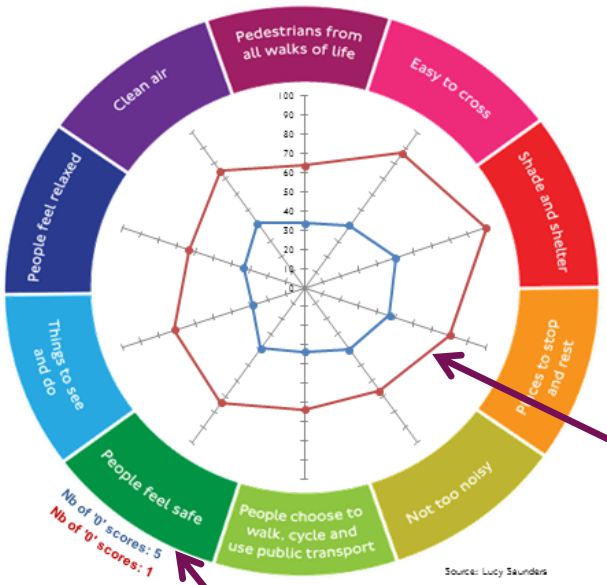
For each metric there is a section for the reviewer to note key points of detail they considered in their assessment.

The outputs

Once every metric has been scored the spreadsheet adds together all the scores that have contributed to each Indicator and divides the score by the number of contributing metrics.

Example

Healthy Streets Check scores



Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	33	64
Easy to cross	40	87
Shade and shelter	50	100
Places to stop and rest	47	80
Not too noisy	40	67
People choose to walk, cycle and use public	33	64
People feel safe	39	74
Things to see and do	29	71
People feel relaxed	33	63
Clean Air	42	75
Overall Healthy Streets Check score	36	68
Number of '0' scores	5	1

If '0' scores are unavoidable, please explain why here:

There is a pinch points where footway widths are below 1.5m.A design solution could not be identified that could cost effectively resolve this because the street layout narrows and would not be wide enough for two way motorised traffic and footways of 1.5m on both sides of the street.

The new design for the street raises the score above zero for 4 metrics.

In this example the proposed design delivers an uplift across all Indicators even though there was not an improvement for all the metrics.

In the text box the designer explains why 1 zero score remains.

Archway, Islington

Name: Archway Gyratory
Completion: 2017
Project cost: £12.8m

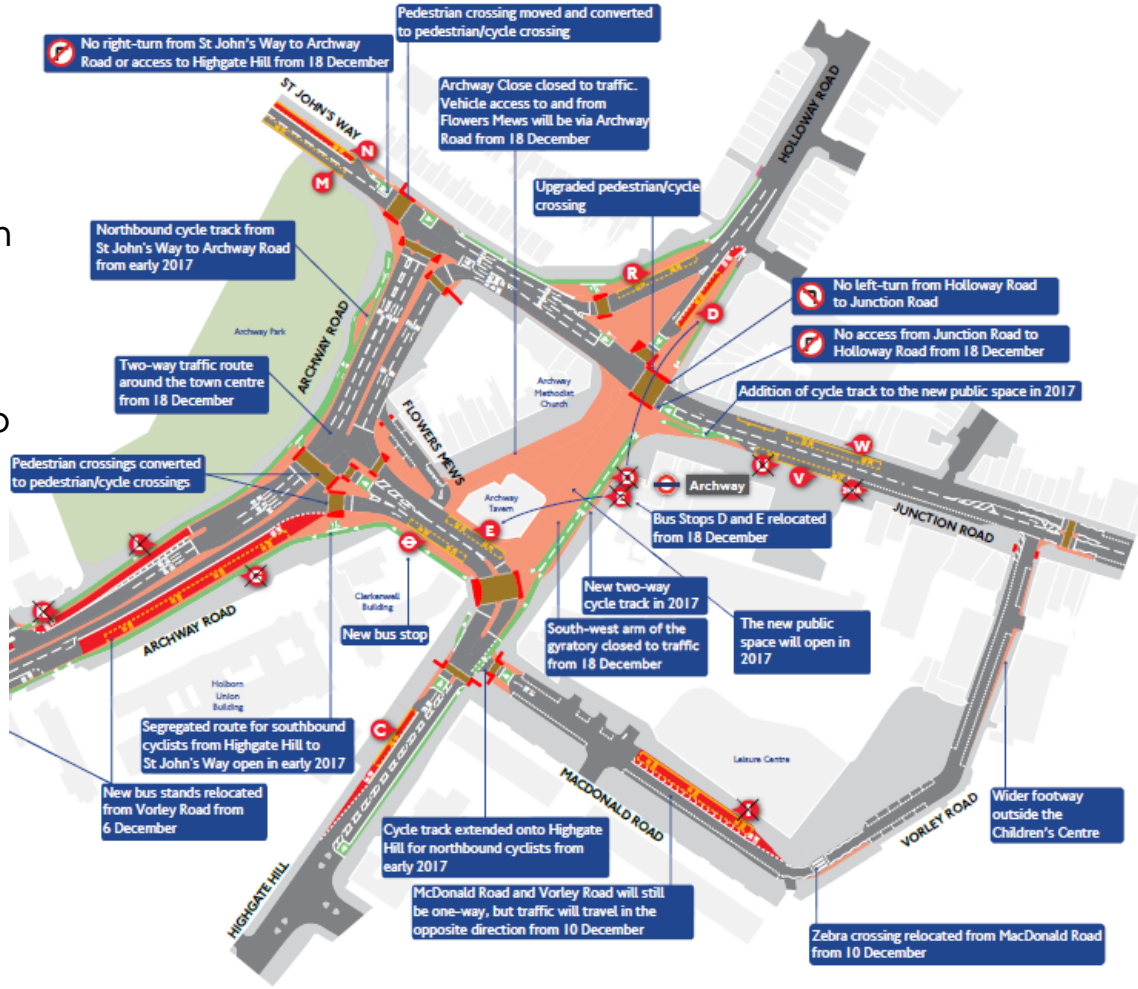
Strategic objectives:

- Reduce traffic dominance around the town centre
- Improve the accessibility of the junction for cyclists
- Improve safety and the perception of safety
- Provide a high quality urban realm
- Protect the capacity of the A1
- Relocate all bus routes from Vorley Road bus stand

Archway, Islington

Main interventions:

- Changed the one-way gyratory traffic system to two-way operation
- Created a new public space
- Closed the southwest arm of the gyratory outside the Tube station to traffic
- Built new cycling infrastructure
- Installed a new street-level pedestrian crossing to replace pedestrian underpass
- Planted new trees



Archway, Islington

- Large volumes of motorised traffic travelling at speed.
- People cycling in traffic on narrow lanes with large vehicles.
- Absence of pedestrian crossings on desire lines, guard railing to prevent crossing.
- Limited cycle parking.
- Lack of places to rest or shelter.
- Defects on pavement and cycling surface.

Archway, Islington

- ✗ Large volume of motorised traffic travelling at speed.
- ✗ People cycling in traffic on narrow lanes with large vehicles.
- ✗ Absence of pedestrian crossing on desire lines, fencing to prevent crossing.
- ✗ Limited cycle parking.
- ✗ Lack of places to rest or shelter.
- ✗ Defects on pavement and cycling surface.

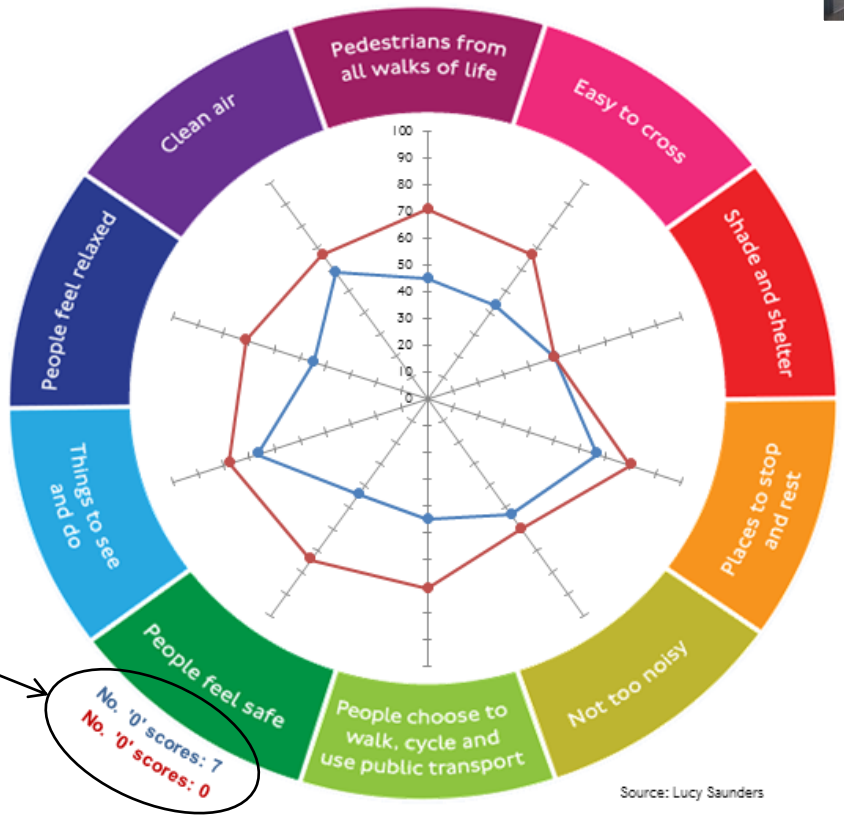
- ✓ Traffic closures.
- ✓ Reduced traffic speed on other links.
- ✓ New segregated and on-road cycle lanes.
- ✓ New signalised crossing between tube station and new public space.
- ✓ New benches, trees, cycle parking.
- ✓ Fully accessible pavement & crossings.
- ✓ Minimised delays for buses.

Archway, Islington

- All Indicators' scores have improved except 'Shade and shelter'.
- Overall score increased by 24 percentage points.
- 7 known road danger issues eliminated.

Out of 31 metrics, 17 scored better and only 1 scored worse (due to shared use on footway).

Number of known road danger issues in the before & after designs



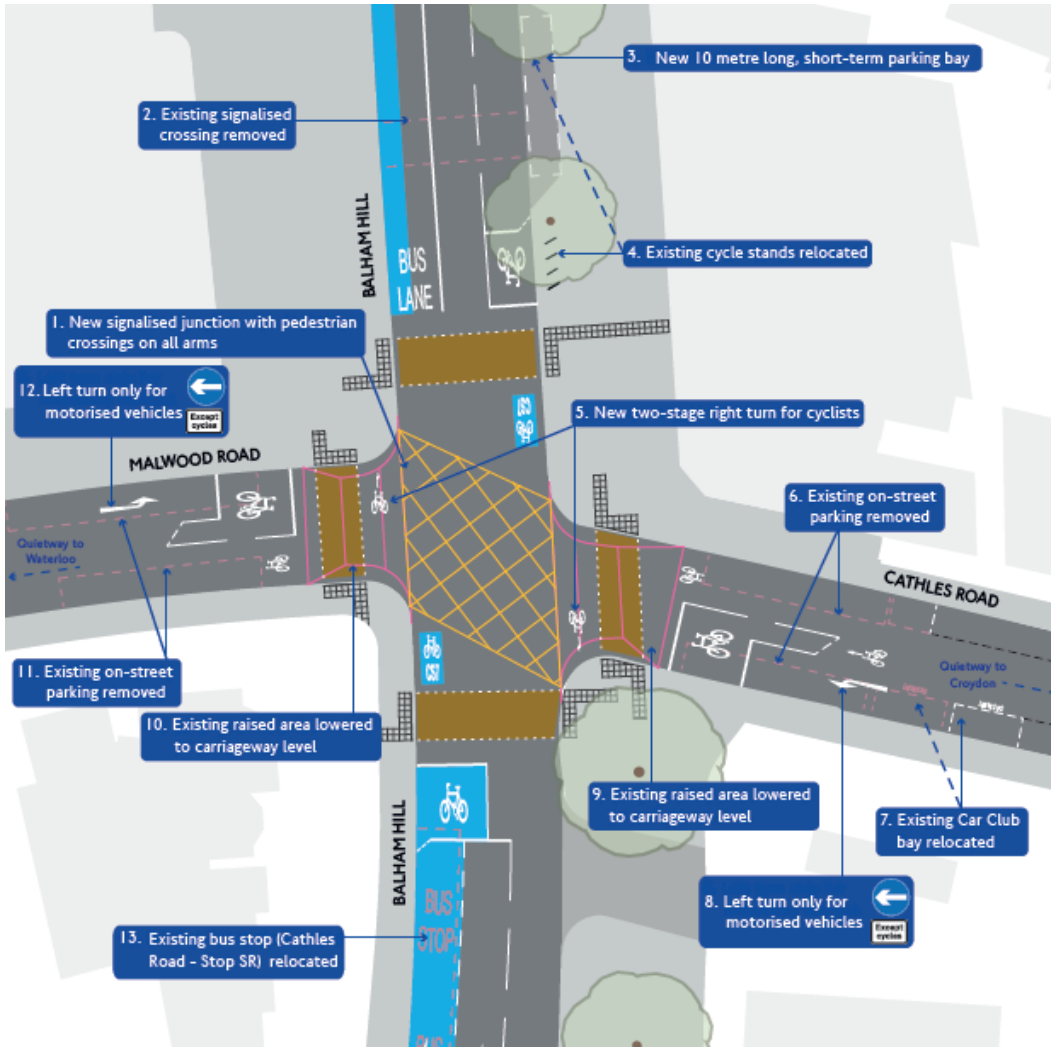
	Existing layout	Proposed layout
Pedestrians from all walks of life	45	71
Easy to cross	43	67
Shade and shelter	50	50
Places to stop and rest	67	80
Not too noisy	53	60
People choose to walk, cycle and use public	45	71
People feel safe	44	74
Things to see and do	67	78
People feel relaxed	45	71
Clean Air	58	67
Overall Healthy Streets Check score	47	71
Number of '0' scores	7	0

Balham Hill, Wandsworth

Name: Quietway 5
Completion: 2017
Project cost: £350,000

Objectives of the scheme:

- Deliver continuous and convenient cycle route on less-busy back streets connecting Waterloo to Croydon.
- Improve crossing of Balham hill for people cycling and walking.



Balham Hill, Wandsworth

- ✗ Large volume of traffic travelling at more than 25mph.
- ✗ No right of way for people cycling and people walking.
- ✗ Insufficient riding space for people cycling.
- ✗ Minor defects on walking and cycling surface.

Balham Hill, Wandsworth

- ✗ Large volume of traffic travelling at more than 25mph.
- ✗ No right of way for people cycling and people walking.
- ✗ Insufficient riding space for people cycling.
- ✗ Minor defects on walking and cycling surface.

- ✓ New signalised junction with pedestrian crossings on all arms.
- ✓ Resurfacing of the junction, including the footway.
- ✓ On-street parking rationalisation.

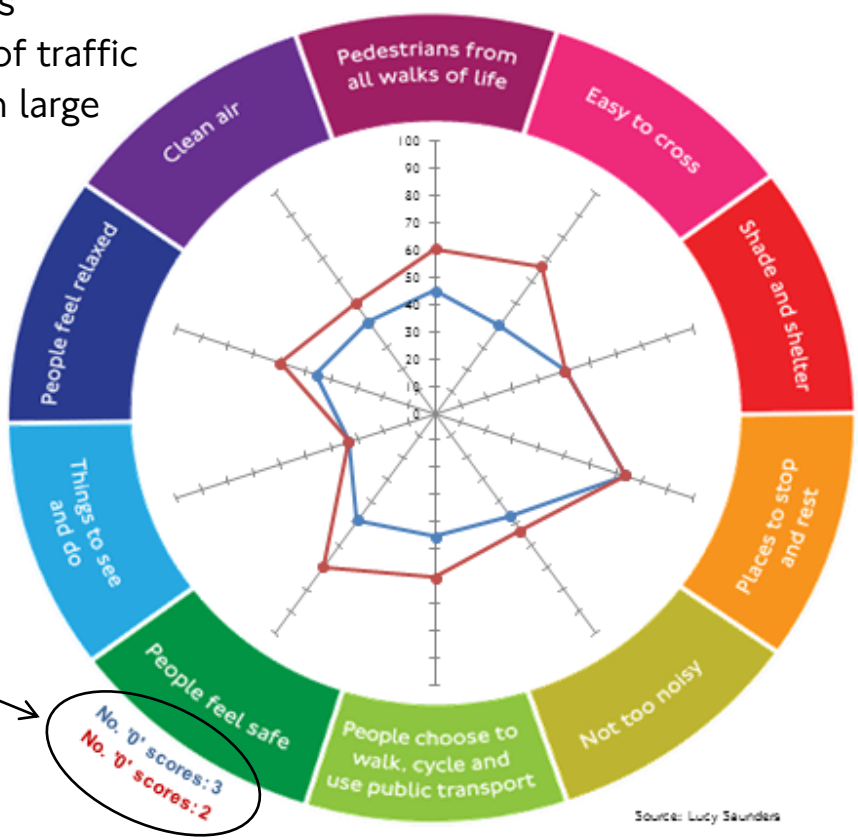
Balham Hill, Wandsworth

- 7 out of 10 Indicators have improved scores
- Overall score increased by 15 percentage points.
- 1 known road danger issues eliminated (riding space).
- 2 road danger issues remaining (volume of traffic and interaction with large vehicles)

Before

After

Out of 28 metrics, 13 scored better and 15 stayed the same score.



Number of known road danger issues in the before & after designs

No. '0' scores: 3
No. '0' scores: 2

	Existing layout	Proposed layout
Pedestrians from all walks of life	45	60
Easy to cross	40	67
Shade and shelter	50	50
Places to stop and rest	73	73
Not too noisy	47	53
People choose to walk, cycle and use public	45	60
People feel safe	48	70
Things to see and do	33	33
People feel relaxed	46	60
Clean Air	42	50
Overall Healthy Streets Check score	46	61
Number of '0' scores	3	2

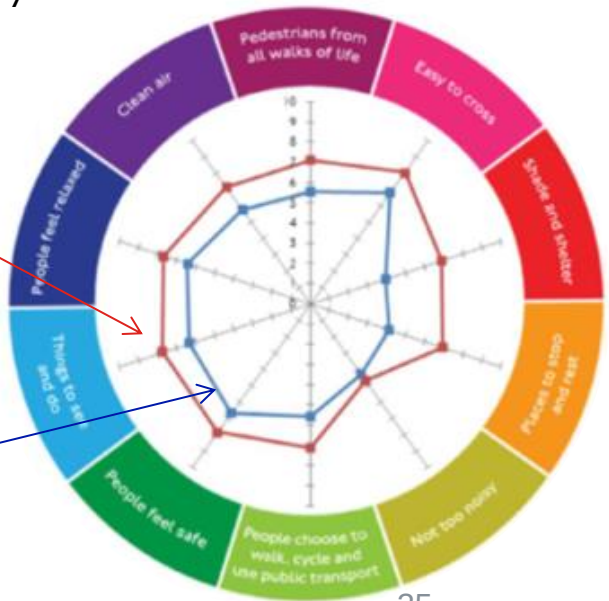
Healthy Streets Survey

Capturing how people experience the street

- 80 locations across London
- Over 8,000 randomly selected respondents
- 10 minutes-long interviews
- Respondents asked to score various elements of the street
- Findings published 2017

Expectation

Experience



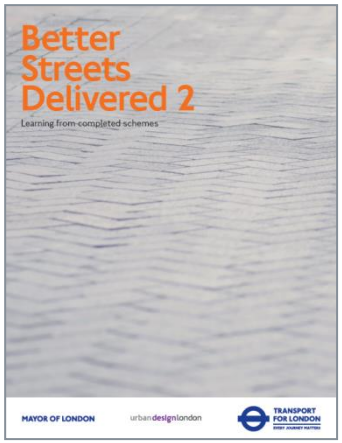
Key insights

- Londoners experiences of streets do not meet expectations
- People's overall satisfaction with streets is consistent with the Healthy Streets scores, suggesting that **the Healthy Streets Approach will increase customer satisfaction**
- Motorised traffic has a negative impact on people's experience of the street

HEAT calculations

A monetisation tool

- Online tool for monetising health benefits of uplift in walking and cycling
- Recommended by DfT in webTAG
- TfL is applying this tool to its schemes
- Training is provided on request



Before

After

Monetised health benefit of these improvements

= £1762,000

= £225,000

Small Change, Big Impact

A delivery tool

- Practical guide for implementing light touch and temporary projects
- Tips on how to overcome hurdles
- Technical guidance on delivery
- Includes case studies to inspire you
- Links to other tools and resources
- Directory and glossary

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