

Key scoring rules >

Healthy Streets Check

Scoring System

Enter score here

Notes

	3	2	1	0	More info on each question	Enter score here		Notes Please supplement your answers with detailed notes where possible
						Existing layout	Proposed layout	
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.		0	1	Average peak hour flow: 1482vph
2 Interaction between large vehicles and people cycling	No large vehicles are 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	Average peak hour HGV%: 16%
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.		1	2	Average 85th percentile speed: 30.3mph
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	>450vph at all peak hours
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	>10% HGV volume at peak hour
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	https://www.londonair.org.uk/london/asp/annualmaps.asp?species=N02&LayerStrength=75&lat=51.440464896633564&lon=-0.176921289607197&zoom=16
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 time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	-		1	2	No modal filters or measures to reduce private car use
8 Ease 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.		2	2	
9 Mid-link crossings, to meet pedestrian desire lines	All main pedestrian desire lines are provided for with crossings.	Only some of the main pedestrian desire lines are provided for with crossings.	No main pedestrian desire lines are provided for with pedestrian crossings.	-		3	3	Crossings on study extent
10 Type and suitability of pedestrian crossings away from junctions	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 than 15m in a 30mph+ speed limit.	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	2	2 signalised crossings at both ends of section, but uncontrolled crossings at other locations.
11 Technology to optimise efficiency of movement (pedestrians, cyclists, buses and general motor traffic)	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	-		2	2	Based on site inspection
12 Additional features to support people using controlled crossings	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). or There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	-		2	2	

13	Width of clear continuous walking space	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). <u>or</u> There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). <u>or</u> There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). <u>or</u> There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). <u>or</u> There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	There is less than 1.5m clear width for walking.	①	2	2	Residential route with moderate to low pedestrian flows. There are some pinch points less than 2m.
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. <u>or</u> Part or all of a footway less than 3m wide is designated as shared use.	-	①	3	2	
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. <u>and</u> 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. <u>and</u> 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. <u>and</u> 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.	①	2	2	Footway buildouts at various side road junctions
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). <u>Otherwise:</u> 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 4.5m or more.	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). <u>Otherwise:</u> 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 4m and 4.5m.	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). <u>Otherwise:</u> 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 less than 3.2m.	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.	①	1	2	Inconsistent cycle lane
17	Impact of loading kerbside activity on cycling	There is no kerbside activity. <u>or</u> People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading.	①	1	3	No cycle lane on sections with kerbside activity
18	Quality of carriageway surface	The carriageway surface is even and smooth, with sufficient skid resistance. <u>or</u> There are defects but resurfacing of the whole carriageway is proposed.	There are a few minor defects in the carriageway surface (please see scoring guidance).	There are many minor defects in the carriageway surface (please see scoring guidance).	There are major defects in the carriageway surface (please see scoring guidance).	①	2	2	Based on site visit observations
19	Quality of footway surface	There is an even and level surface for walking on footways. <u>or</u> There are defects but resurfacing of the whole footway is proposed.	There are a few minor defects in the footway surface (please see scoring guidance).	There are many minor defects in the footway surface (please see scoring guidance).	There are major defects in the footway surface (please see scoring guidance).	①	3	3	Based on site visit observations
20	Surveillance of public spaces	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	-	①	2	2	Residential route, with houses
21	Lighting	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. <u>and</u> Lighting of off-carriageway facilities for walking or cycling exceeds the same standards.	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	-	①	3	3	Based on site visit observations. Lighting is LED throughout.
22	Provision of cycle parking	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. <u>or</u> Cycle parking meets existing demand but is not accessible by all.	-	①	1	1	No cycle parking was observed on site, however Burntwood School provides its own cycle parking facilities.
23	Street trees	<u>If assessing existing:</u> There are multiple trees, with canopies spaced less than 15m apart on average. <u>If assessing proposal:</u> All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. <u>or</u> All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	<u>If assessing existing:</u> There are multiple trees, with canopies spaced more than 15m apart on average. <u>If assessing proposal:</u> Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. <u>or</u> All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	<u>If assessing existing:</u> There are no trees, or only one tree. <u>If assessing proposal:</u> There are no existing or proposed trees. <u>or</u> The number of trees has been reduced.	-	①	2	2	Based on observation from site visit. Green spaces along the study route, although very little within the highway boundary.

24	Planting at footway-level (excluding trees)	If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). If assessing proposal: Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. If assessing proposal: Existing standalone greenery is to be retained.	If assessing existing: There is no planting, or existing planting is in a poor condition. If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	-	1	1	None observed within highway boundary
25	Walking distance between resting points (benches and other informal seating)	There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	-	1	1	No benches observed along footway and route
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	-	1	1	Based on observations from site visit. Bus shelters are provided at some bus stops.
Are there any bus services running on this street? (Y/N) If not, do not complete metrics 27-28						Y	Y	An answer is required here in order to generate results
27	Factors influencing bus passenger journey time	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	-	1	2	
28	Bus stop accessibility	Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	-	1	1	No existing facilities
Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31						n	n	An answer is required here in order to generate results
29	Bus stop connectivity with other public transport services	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	-			
30	Street-to-station step-free access	All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	-			
31	Support for interchange between cycling and underground/rail	Secure cycle parking is provided close to station access points, and exceeding existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	-			
If 'zero' scores (known road danger issues) remain, please explain why opposite:						2	0	

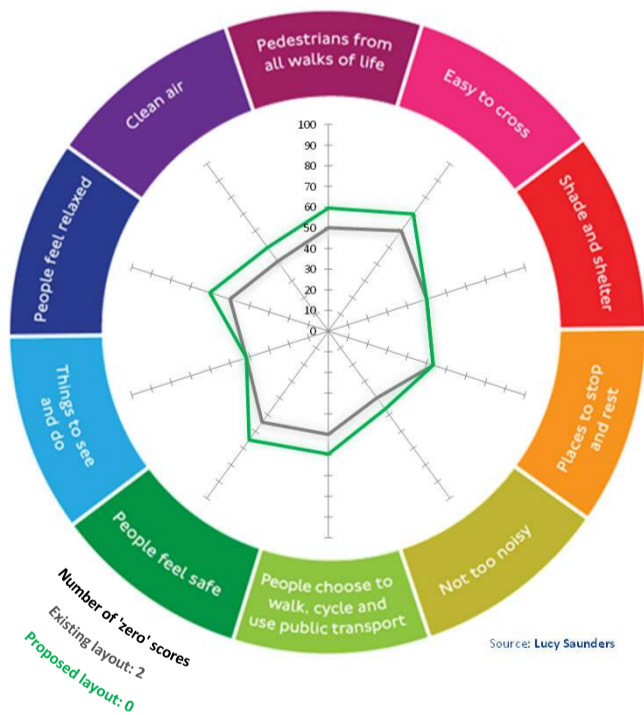
Healthy Streets Check Summary Results

Indicators explained >

An overview of how each metric aligns with different Indicators

Interpreting results >

A summary of how to use and improve on your results



Healthy Streets Indicator scores (%)

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

	Existing layout	Proposed layout
Pedestrians from all walks of life	50	60
Easy to cross	60	70
Shade and shelter	50	50
Places to stop and rest	53	53
Not too noisy	40	47
People choose to walk, cycle and use public transport	50	60
People feel safe	55	65
Things to see and do	42	42
People feel relaxed	50	60
Clean air	42	50
Overall Healthy Streets Check score	51	60
Number of 'zero' scores	2	0