

Healthy Streets Check for Designers

Start the Check



Further information



MAYOR OF LONDON

Version 2.1 December 2018



Healthy Streets Check for Designers

The objective

The Healthy Streets Approach puts people and their health at the centre of decisions about how we design, manage and use public spaces. It aims to make our streets healthy, safe and welcoming for everyone. The Approach is based on the 10 Healthy Streets Indicators which focus on the experience of people using streets.

To support practitioners in delivering this Approach, guidance and tools are being produced by Transport for London (TfL). The Healthy Streets Check for Designers (HSCD) is one of these tools. It has been developed to:

- Support designers be they in TfL, the London Boroughs or the private sector, to ensure their proposed designs for new schemes deliver improvements, in the round, against the 10 Healthy Streets Indicators (compared with the existing conditions on that street).
- Inform the public how changes to the way streets are laid out and used are delivering improvements in line with the Healthy Streets Approach.

The Check holds no formal status in guidance and decision making, but advises designers and decision makers on the alignment of a project with the Healthy Streets Approach.

How the Check is applied

The Check is a technical tool that is primarily aimed at traffic engineers and urban designers who will have been trained by TfL to use it. The Check can be applied to any scheme, but provides the greatest value when applied to schemes that expect to make a significant change to people's experience of the street environment.

The Check is an excel spreadsheet of 31 technical metrics against which, a street can be scored. A user manual is embedded within the spreadsheet for easy reference to more detailed guidance on its application. In general:

- The tool is applied to sections of street with uniform form and function.
- Routes, areas or networks will be divided into sections that have uniform form and function and the Check applied to each.
- The Check is undertaken on the existing and proposed arrangements so that a comparison can be carried out.
- The street is assessed for its weakest point against each of the technical metrics. This may result in modest scores for some schemes but enables a consistent and fair evaluation, while ensuring that issues that cannot be designed out are identified.
- Once a street has been rated for the metrics in the Check these are converted into a score against each of the 10 Healthy Streets Indicators in a radar plot. This makes it easy to see at a glance the Healthy Street Indicator improvements that the new design will deliver against the current situation on-street.

Who should use this?

The tool is for use by 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.

When should the Check be applied?

The Healthy Streets Check can be applied to existing streets and to designs of proposed street layouts.

The optimal 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.

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.

Before you begin

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 lines.
- 85th percentile traffic speed data.
- Traffic light stages and timing.
- NO2 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 a 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 to 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 completed 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.

Start the check



Project Summary

Name of scheme*

Cycle Future Route 5 - Grove Rd

Segment number*

Grove Rd

Where multiple segments are being assessed for a scheme, please attach an overview plan as part of your submission, showing the areas defined for each segment.

Segment description*

Victoria Park section of Grove Rd from Old Ford Rd to Wetherell Rd

From (Side Street)*

Old Ford Rd

To (Side Street)*

Wetherell Rd

Client name and organisation*

Transport for London

Designer name and organisation*

Transport for London

Drawing number reference*

Check originator*

Date*

18/03/2019

Check moderator*

Date*

26/03/2019

Complete the Check >

Key scoring rules										
Healthy Streets Check		Scoring System					Enter score here		Notes	
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible	
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.	i	2	2	890 motorised vehicles total of two way traffic from counts. Peak hour 17:45. SATURN Modelling shows reduction of 800 vehicles AM/ 700 PM. However ASTRID shows that traffic levels remain high until 8:30pm so score remains at 2.	
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.	i	1	1	Average proportion of motorised traffic across all survey hours is 4.27%. Proposed situation will see proportion of large vehicles go up, as only buses and those accessing the park will use the road. However numbers will be much lower to have not used score 0 for comparison.	
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.	i	2	2	No speed data available. There is currently 20mph limit in place.	
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).	-	i	1	1	SATRUN prediction of 700-800 vehicles per hour should reduce traffic to sub 55 levels. However, traffic levels remain high until 8:30pm so score remains at 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).	-	i	3	3	Average proportion of motorised traffic across all survey hours is 4.27%. Proposed situation will see proportion of large vehicles go up, as only buses and those accessing the park will use the road. However numbers will be much lower to have not used score 0 for comparison.	
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.	-	i	1	2	Some areas of Victoria Park are in 32-40 range. If traffic on Grove Rd reduces significantly then the NO2 levels around the road could reduce to this level. Although traffic levels will still be high between 7pm and 8:30pm this is only 1.5 hours out of a 24 hour day and is a reduction in traffic for 12 hours which in an open environment should help clear any residual pollution.	
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.	-	i	1	2	Grove Rd will become access only 7am-7pm except buses. Vehicles that will continue to use it will be those wishing to access the car park.	
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.	i	2	2	Side roads Perimeter Rd at northern end are paved with kerbs flush to carriageway.	
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.	-	i	2	2		
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.	-	i	2	3		
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.	-	i	1	1	There are no traffic signals in the footprint of the scheme.	
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.	-	i	1	1	There are no controlled crossings	
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). or There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or 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). or 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). or 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.	i	0	0	Narrowest points on western footway are less than 1.3m wide. Ped flows are around 126 people per hour. Even if lampost were to be moved the footway would still be 1.5m or less. Areas around bus stop are 1.5m and 1.3m due to bins.	
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. or Part or all of a footway less than 3m wide 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.	-	I	1	1	None of the footway appears to be officially designated as shared use but the area around the park entrances on northern perimeter is flush with carriageway and is effectively shared use. Also the footway at the middle zebra crossing links a cyclists desire lines and is frequently used by cyclists who interact with pedestrians due to narrow gates/entrances.	
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.	i	2	2		
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 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). Otherwise: 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). Otherwise: 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.	i	1	1		
17	Impact of loading kerbside activity on cycling	There is no kerbside activity. or 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.	i	0	0	The only issue is the bus stop, which occupies the whole lane. When bus stop is occupied cyclists have to occupy opposing lane to pass. Traffic reduction will improve situation but strictly speaking the score on this metric does not improve.	

Key scoring rules										
Healthy Streets Check		Scoring System					Enter score here		Notes	
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible	
18	Quality of carriageway surface	The carriageway surface is even and smooth, with sufficient skid resistance. <i>or</i> 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).	i	2	3	Is has been agreed with Tower Hamlets that a strip of the cobbles at the north end of Grove Rd can be rplaced with a smoother type. This will improve cycling experience considerably.	
19	Quality of footway surface	There is an even and level surface for walking on footways. <i>or</i> 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).	i	3	3		
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.	–	i	1	1		
21	Lighting	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. <i>and</i> 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.	–	i	3	3		
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. <i>or</i> Cycle parking meets existing demand but is not accessible by all.	–	i	2	2	There is no cycle parking, which for most of the scheme is fine because destinations within the park do have cycle parking. There is a small amount of cycle parking on the footway around Wetherell St which addresses demand for the shops in that area.	
23	Street trees	If assessing existing: There are multiple trees, with canopies spaced less than 15m apart on average. If assessing proposal: All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. <i>or</i> All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	If assessing existing: There are multiple trees, with canopies spaced more than 15m apart on average. If assessing proposal: Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. <i>or</i> All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	If assessing existing: There are no trees, or only one tree. If assessing proposal: There are no existing or proposed trees. <i>or</i> The number of trees has been reduced.	–	i	3	3	Trees line the corridor just inside the park. Also there are trees at the paved area around Wetherell St.	
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.	–	i	3	3	The park has sufficient planting to create a very green feel.	
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.	–	i	1	1	The northern half of the scheme has no places to rest.	
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.	–	i	1	1		
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.	–		2	3	General traffic will be banned from the park 7am-7pm.	
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.	–		2	2	Limited clear space around bus stops.	
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	2	There is not sufficient width to widen the footway and maintain enough carriageway for the remaining vehicles who will still use Grove Rd. The presence of bus stops in a single lane creates a critical failure and due to footway width the bus stops cannot be inset.	

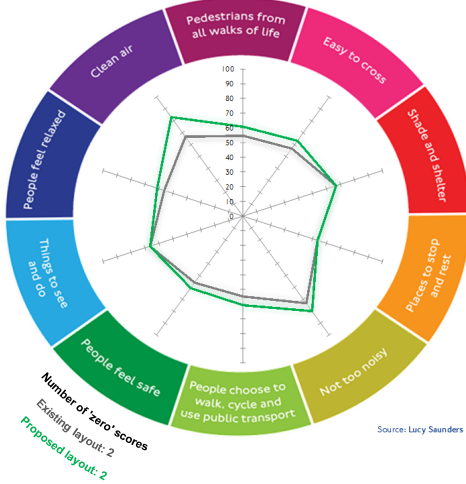
Healthy Streets
Check Summary
Results

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



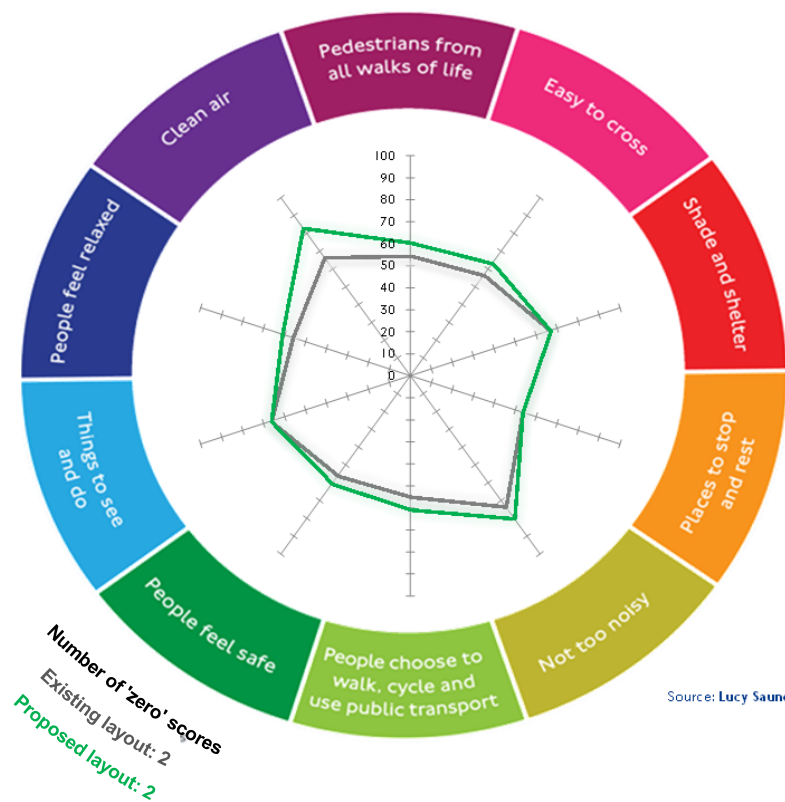
Healthy Streets Indicator scores (%)

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

	Existing layout	Proposed layout
Pedestrians from all walks of life	55	61
Easy to cross	57	63
Shade and shelter	67	67
Places to stop and rest	53	53
Not too noisy	73	80
People choose to walk, cycle and use public	55	61
People feel safe	56	61
Things to see and do	67	67
People feel relaxed	56	62
Clean air	67	83
Overall Healthy Streets Check score	57	62
Number of 'zero' scores	2	2

Name of scheme
Segment number

Cycle Future Route 5 - Grove Rd
Grove Rd



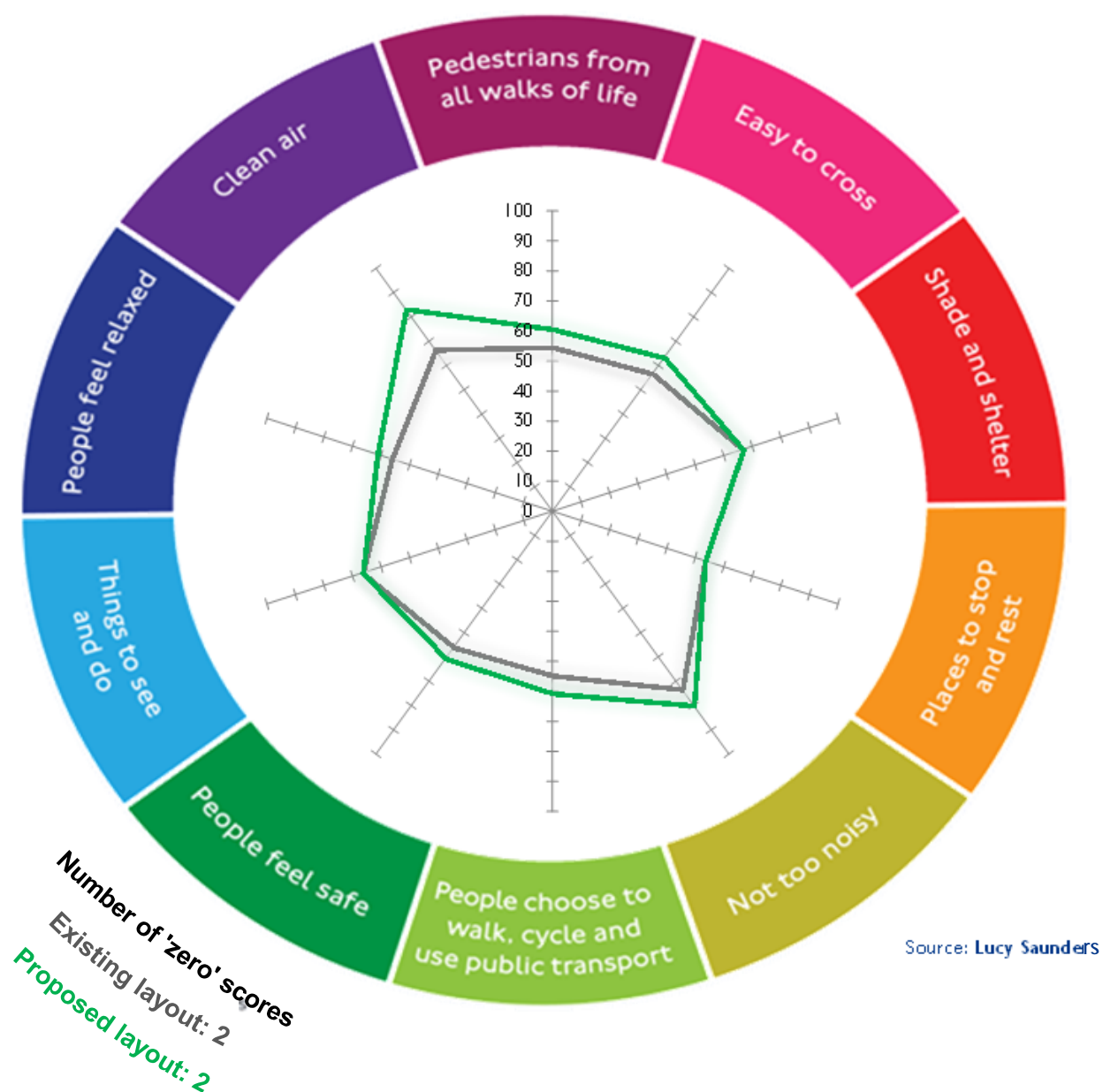
Healthy Streets Indicators' scores (%)

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

	Existing layout	Proposed layout
Pedestrians from all walks of life	55	61
Easy to cross	57	63
Shade and shelter	67	67
Places to stop and rest	53	53
Not too noisy	73	80
People choose to walk, cycle and use public transport	55	61
People feel safe	56	61
Things to see and do	67	67
People feel relaxed	56	62
Clean Air	67	83
Overall Healthy Streets Check score	57	62
Number of 'zero' scores	2	2

Name of scheme
Segment number

Cycle Future Route 5 - Grove Rd
Grove Rd



	Existing layout	Proposed layout
Overall Healthy Streets Check score	57	62
Number of 'zero' scores	2	2

Key Scoring Rules

Key scoring rules		
A	How does the scoring work?	<p>Each metric is to be scored 1, 2 or 3, where 3 is the highest (best) score. These points will be allocated to the relevant Healthy Streets Indicators that the metric affects.</p> <p>Ten of these metrics can also be scored 0 (the lowest score). These are metrics related to known road danger issues affecting people walking, cycling and accessing public transport. A 0 score does not contribute any points to the Healthy Streets Indicators but will be flagged in the end results and the assessor will be required to justify why the scheme has these scores (in the text box at the bottom of the scoring tab).</p>
B	Can I choose which part of the street to score?	<p>Always score each metric against the weakest point in your study area. For example if most of the link you are assessing has a footway width of more than 2 metres but there is one small section where the footway width is 1.2 metres wide, then metric 13 (width of clear continuous walking space) should be scored 0. Similarly, if the area being assessed includes several junctions, always score the weakest junction, or weakest arm of the weakest junction.</p> <p>In some cases, where the key focus of the scheme is to improve one junction but where other smaller junctions are also affected by the scheme (e.g. gyratory replacement), it may be preferable to divide the area being affected by the scheme in such a way that the main junction will be the only junction in its segment. This will ensure that the benefits of the scheme are fairly represented. However, additional HS Checks will need to be done on the other junctions to make sure the weakest points of the scheme are also represented.</p>
C	What if some metrics are not applicable to my scheme?	<p>For the majority of schemes all metrics will be applicable. However, in some situations, a metric may appear non-applicable. In such an event, the metric will be given the highest or lowest score, depending on the reason it is not applicable. For example, if a street is fully pedestrianised with no access to motorised traffic, most metrics related to junctions and crossings will score 3 because reducing motorised traffic flows is in line with the Healthy Streets Approach and encourages more people to walk and cycle.</p> <p>However, if people are not permitted to cycle on that street, then all metrics related to cycling should be scored 1 (or 0, as appropriate) as this works against the objective of encouraging more people to cycle. When people are banned from cycling, it is recommended to do an additional Healthy Streets Check on the nearest route available to people cycling.</p> <p>If metrics are non-applicable for other reasons, score them 0 or 1, as appropriate, and explain why they are non-applicable in the text box for that metric.</p>
D	What if I don't have the information/data required to score a metric?	<p>If you are scoring a proposal at an early design stage, you may not have all the data or information required to score some metrics (e.g. location of street furniture, staging of traffic signals). In such cases, score these metrics 0 or 1, as appropriate, and make a note in the text box for that metric.</p> <p>If your scheme is relatively small and you do not have all the required traffic data, score to the best of your knowledge and make a note of such metrics in the text box for that metric.</p>
E	What should I do if my scheme does not have any public transport services?	<p>There are two prompt questions in the scoring tab (before metric 27 and before metric 29) where you are asked if the area you are assessing is served by buses or has a public transport interchange or station. Answer these questions 'Y' (yes) or 'N' in the relevant cell for the existing and proposed layout. The final score calculation will be based on your responses.</p>
F	The graph and table at the bottom of the spreadsheet does not show the results.	<p>Make sure you have scored every metric (except metrics 27 to 31 if you have answered 'N' to the prompt questions). Results will not display until the HS Check is complete.</p>

Scoring guidance

	Metric	Scoring Guidance
1	Total volume of two way motorised traffic	<p>Why is this important? The volume of motorised traffic, regardless of the speed it is travelling at, affects how safe and relaxing the street feels and contributes to the severance effect of the street.</p> <p>How do I measure it? Use traffic counts data for peak hours. If no traffic counts are available, then the assessor can estimate these using factored observations, i.e. scaling up a 15-minute count.</p> <p>Things to look out for: Weekend counts may be higher in the vicinity of some locations (e.g. shopping centres or tourist attractions) and the highest peak hour flow must be used.</p>
2	Interaction between large vehicles and people cycling	<p>Why is this important? Large vehicles are intimidating to cycle alongside as well as presenting a perceived and actual danger, so the number and proximity of large vehicles affects the attractiveness of a street for cycling.</p> <p>How do I measure it? Interaction between people cycling and large vehicles is measured by a combination of large vehicle volume (taken from the classified traffic counts) and the degree of separation between people cycling and motor vehicles. It does not consider cycle separation through junctions and the potential for interactions through turning movements.</p> <p>The definition of 'large vehicles' is taken from the standard vehicle classification used in traffic counts – it includes OGV1, OGV2 and Public Service Vehicles (buses and coaches).</p> <p>Things to look out for: Risk is not necessarily highest at the times of highest motor vehicle or cycle flow. Many large vehicles may be travelling off-peak – hence the use of 7am to 7pm traffic data rather than peak counts.</p>
3	Speed of motorised traffic	<p>Why is this important? The speed of motorised traffic has a direct impact on safety and ease of crossing the street, particularly for children, older people and disabled people. It also strongly affects the safety and comfort of people cycling.</p> <p>How do I measure it? The 85th percentile is to be used for this metric as the mean speed would not reflect the road danger posed by the fastest vehicles. When assessing an existing street, speed surveys should be used for peak periods.</p> <p>As 85th percentile speed data for a proposed change to the street will not be available, the scoring system for a proposed design is based on existing 85th percentile speed data and whether the scheme includes measures to reduce motorised traffic speed. These may include reducing the speed limit, changes to streetscape, introducing crossings, decluttering, raised tables, raised side road entry treatments, introducing cycle-friendly humps, removing the centreline, introducing cycle lanes that narrow general traffic lanes. See London Cycling Design Standards (LCDS) chapter 3 for speed reduction measures.</p> <p>Things to look out for: Speed should be measured at the fastest point of the link and not near constrictions. A scheme where the proposed speed limit is 40mph should be scored 0.</p>
4	Traffic noise based on peak hour motorised traffic volumes	<p>Why is this important? Traffic noise impacts on health in many ways and makes streets less appealing for walking, cycling, using public transport or for dwelling in. The scoring system for this metric is based on traffic noise only because this is the main source of noise that can be influenced through design and is more predictable than other sources, such as construction noise or noise related to specific land use (e.g. industrial land or night-time economy venues).</p> <p>The Design Manual for Roads and Bridges (Volume 11, section 3, Part 7, Annex 6) assesses the nuisance caused by traffic noise over an 18 hour period (LA10, 18h). Less than 10% of people exposed to traffic noise under 58dB are bothered by traffic noise. Between 10-50% of people are bothered by noise levels between 58dB and 70dB and the majority or people would be bothered by traffic noise levels above 70dB. 70dB is the equivalent of the noise generated by a vacuum cleaner and can have detrimental impacts on one's health when exposure is sustained. 60dB is the equivalent of the noise generated by a conversation and is half as loud as 70dB (the decibel scale is logarithmic).</p> <p>How do I measure it? The scoring for this metric is based on traffic volumes only. It uses the methodology from the Calculation of Road Traffic Noise report (DfT, 1988) with corrections to reflect London's urban forms and traffic conditions. Peak hour traffic data should be used to score this metric.</p> <p>Things to look out for: New surfacing can have a significant impact on noise levels. Slower speeds and a street layout that encourages courteous driving with limited acceleration and braking also helps.</p>
5	Noise from large vehicles	<p>Why is this important? Metric 4 (Traffic noise based on peak hour traffic volume) does not take into consideration noise from large vehicles, so this separate metric is necessary.</p> <p>How do I measure it? The scoring for this metric is based on large vehicles as a proportion of all traffic. It uses the methodology from the Calculation of Road Traffic Noise report (DfT, 1988). Peak hour traffic data from classified traffic counts should be used to score this metric.</p> <p>The definition of 'large vehicles' is taken from the standard vehicle classification used in traffic counts – it includes OGV1, OGV2 and Public Service Vehicles (buses and coaches).</p>
6	NO2 concentrations	<p>Why is this important? Poor air quality affects the health of every Londoner but disproportionately affects some of the most vulnerable people, including children. Transport contributes to over 60% of emissions in London. Air pollution causes cancers, cardiovascular and respiratory disease and contributes to premature deaths. So improving air quality will deliver benefits for everyone while also contributing to a reduction in health inequalities.</p> <p>While there are limitations to the influence of a single street design to overall air quality, measures that reduce the number of motor vehicles using a street have the most impact in reducing air pollution locally.</p> <p>How do I measure it? Use the modelled annual mean from the London Atmospheric Emission Inventory (https://www.londonair.org.uk/london/asp/annualmaps.asp). Enter the relevant postcode and make sure nitrogen dioxide (NO2) is selected in the 'select species' dropdown menu.</p> <p>As you will not have NO2 emission data for a proposed change to the street, the scoring system for a proposed design is based on existing NO2 emission data and whether the scheme includes local motorised traffic reduction measures.</p> <p>Things to look out for: The strongest evidence for the health impacts of air pollution is based on continued exposure over many years. Street designs that will, over the long term, reduce the volume of motorised traffic should generally be favoured over designs that will move motorised traffic more quickly through an area.</p>
7	Reducing private car use	<p>Why is this important? The Mayor's Transport Strategy states that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use.</p> <p>Currently many trips are driven or ridden on motorcycles that could be walked, cycled or made by public transport. This is harmful to the health of the people driving, because it limits their physical activity, and it is harmful to everyone else because it discourages people from walking, cycling and using public transport and because it generates congestion, road danger, air pollution and noise.</p> <p>This metric captures measures that designers can take to encourage local trips by modes other than motor vehicles.</p> <p>How do I measure it? Time/movement restrictions includes banned turns, bus/cycle only turns, resident only access, timed street closures (eg weekends or mid-week inter-peaks), and other motorised traffic capacity reduction measures in the proposed scheme (eg road space re-allocation to walking, cycling and public transport, cycle parking, planting, seating). See LCDS chapter 3 for more detail on methods of reducing the dominance of streets by motorised traffic.</p> <p>To achieve the best score (3) the presence of motorised traffic other than delivery and refuse vehicles, public transport and local residents must be prohibited at all times.</p>
8	Ease of crossing side roads for people walking	<p>Why is this important? A motor vehicle at a side road, turning across the path of a person walking can be intimidating and the risk of injury can discourage walking, particularly for older people and children. A range of interventions can be used to enhance pedestrian priority and eliminate or mitigate this risk depending on the scenario.</p> <p>How do I measure it? For the existing situation, classified vehicle turning counts could be used. For proposed schemes, forecast volumes should be used. The level of exposure of people walking from turning motorised traffic and whether this exposure has been mitigated is the key consideration.</p> <p>Things to look out for: Wide entry/exit splays and junctions with large radii are often associated with turning collisions. Comfort for people walking can be improved and risks reduced by reducing the crossing width and introducing measures such as raised entry treatments and continuous footways where pedestrian flows are much higher than vehicle flows and vehicle speeds are 20mph or less.</p> <p>Separating people walking from turning motor traffic in time and/or space or eliminating motor vehicle movements altogether will improve the scoring.</p> <p>See LCDS chapter 3 and chapter 5 for more detail on methods of slowing turning movements and reducing the dominance of streets by motorised traffic.</p>

Scoring guidance

	Metric	Scoring Guidance
9	Mid-link crossings to meet pedestrian desire lines	<p>Why is this important? Walking requires effort, so to get more people walking it is important that their route is direct. Crossing-points need to be aligned to desire lines to encourage more people to walk more often and to make it as pleasant and convenient for those who do. Not providing safe crossing opportunities at frequent intervals and along pedestrian desire lines can lead to people crossing in dangerous situations and increases collision risk.</p> <p>How do I measure it? This metric requires the assessor to identify whether mid-link crossings satisfy pedestrian demand to cross. Evidence that desire lines are not being met can come from site observations. Pedestrian movements during peak times can be plotted or collision analysis can reveal patterns of conflicts involving pedestrians when crossing the carriageway. Mapping destinations for pedestrian movement can also help to identify desire lines.</p> <p>Things to look out for: This metric does not consider the type of crossing (see metric 10), just whether a crossing facility should be provided.</p>
10	Type and suitability of pedestrian crossings away from junctions	<p>Why is this important? Long waiting times can result in frustration for people walking and cycling and they are more likely to attempt a risky manoeuvre. It can also deter people from walking or cycling.</p> <p>Long wait times can also result in footways becoming crowded if people are unable to cross. Generally, pedestrians are more likely to take unsafe risks if they have to wait longer than 30 seconds.</p> <p>How do I measure it? This is considered differently depending on the type of street, type of crossing and volume of vehicular traffic conflicting with the crossing movement.</p> <p>Uncontrolled crossings where people cross during gaps in general traffic flows are categorised in 3 ranges of motorised traffic flows (less than 200, 200 to 1000 and over 1000 vehicles per hour).</p> <p>Zebra and parallel crossings score highly as they provide priority for those crossing. However they are not suitable on wide streets or streets with high speed or volumes of general traffic.</p> <p>The highest scoring signal-controlled crossing gives priority for those crossing, operating 'on-demand' for general traffic, though these are likely to be suitable only in exceptional situations where crossing demand substantially outweighs general traffic.</p> <p>Straight across signal-controlled facilities to cross in a single movement are preferred by people walking and cycling. Staggered crossings become more appropriate as roads become wider and motorised traffic speeds become higher.</p> <p>Staggered signal controlled crossings can offer shorter overall crossing times but this should be weighed against the inconvenience and discomfort of using a staggered facility, especially for the least able.</p>
11	Technology to optimise efficiency of movement	<p>Why is this important? Detection and optimisation techniques canhelp reduce delays for pedestrians, cyclists and buses and potentially improving comfort for those cycling on carriageway by reducing motor traffic congestion. Improving the efficiency of the transport network is a core aim of the draft Mayor's Transport Strategy.</p> <p>Note that movement refers to people walking, cycling, using buses and all other motorised vehicles. The most efficient modes of transport are foot, cycle and bus.</p> <p>How do I measure it? The assessor needs to establish what technology is in place and what is proposed. This information will be available from the designers or from TfL Outcomes Delivery.</p> <p>Things to look out for: A core measure is Split Cycle Offset Optimisation Technique (SCOOT) which can be used for people walking, cycling, using buses and general motor traffic. SCOOT has proven to reduce delays by up to 12 per cent, and three quarters of junctions across the GLA area will be fitted with it by 2018. SCOOT is especially beneficial in busy and complex junctions such as those in central London. At other locations, simpler detection and prioritisation techniques at signals may be appropriate.</p> <p>It should be noted that pedestrian countdown (PCaTS) is not an optimisation technique and is included in metric 12.</p>
12	Additional features to support people using controlled crossings	<p>Why is this important? This metric builds on metrics 9 and 10 (which consider the general provision of crossings) by exploring in more detail the design of the crossing provided. It concerns controlled crossings only – these could be crossings at signal-controlled junctions, signal-controlled mid-link crossings, and non-signal controlled crossings, including zebra crossings and 'parallel priority crossings' (i.e. a 'zebra-like' pedestrian crossing next to a cycle crossing).</p> <p>Making crossings accessible to all, and ensuring that they support a design ethos of more people-friendly streets is important for ensuring people from all walks of life are encouraged to use the street. People should also feel they have time to cross the street, free from intimidation from vehicles.</p> <p>How do I measure it? For each controlled crossing, the assessor should note the following features:</p> <ul style="list-style-type: none">• appropriate type of crossing for the context• raised table, raised entry treatment; or crossing on a flat-topped road hump mid-link• correct use of blister tactile paving (ie conforming to TfL Streetscape Guidance or equivalent, with appropriate tonal contrast, and with tactile tail)• PCaTS (pedestrian countdown at traffic signals) at signal-controlled facilities <p>Indicatively, if the worst location within the study area has none of these features, then score a 1. If it has only 1 or 2 of these features, then score a 2. If it has most or all, then score a 3. Some element of judgement is required here – particularly in determining whether the most appropriate crossing type has been used. The key question is: has the designer done everything they can to make this crossing accessible, and as comfortable as possible for all users?</p> <p>Things to look out for: Lack of step-free access – i.e. no provision of a raised table, entry treatment or dropped kerb at a crossing, triggers a score of 1. Confusing tactile paving layouts should also be noted and marked down accordingly (e.g. where tactile tails meet). Zebra and priority parallel crossings can be good facilities, because the person crossing gets as much time as they need – in theory – but can generate risks if there are multiple lanes in any one direction on the carriageway.</p>
13	Width of clear, continuous walking space	<p>Why is this important? Maintaining a clear continuous walking space on footway is important for ensuring walking is comfortable and direct. A clear continuous walking space at least 2metres wide is particularly important for wheelchair users who otherwise would not be able to pass one another (see DfT, Inclusive Mobility). Clear continuous walking space less than 2metres wide is commonly encountered but can often be rectified by decluttering.</p> <p>The appropriate amount of footway space also depends on likely pedestrian flow, and the Healthy Streets Check takes this into account, at a basic level by categorising 'busy', 'moderately busy' and 'quiet' pedestrian flows. Note that this metric is intended to be a quick estimate of pedestrian comfort, and does not substitute for a more thorough analysis of pedestrian comfort levels. See TfL, Pedestrian Comfort Guidance for London. https://tfl.gov.uk/corporate/about-tfl/what-we-do/walking</p> <p>How do I measure it? Measure the narrowest point between obstructions such as the building line and signal controllers or bus stops. The categories 'busy', 'moderately busy' and 'quiet' relate to peak pedestrian flow. If flows are known, then they can be compared with the pedestrian flow categories in Pedestrian Comfort Guidance, Appendix B, p25. 'Busy' can be taken to mean 'high flow' by this measure, i.e. peak pedestrian flow above 1200 per hour. 'Moderately busy' refers to the 'active flow' category, i.e. 600-1200 pedestrians per hour. A peak flow below 600 pedestrians per hour is 'quiet'.</p> <p>Things to look out for: When doing an on-street audit, moveable items such as A-boards and litter bins should be taken into account when assessing the narrowest width on the segment, as well as more permanent objects, such as telephone boxes and lamp columns. Where there are cycle stands perpendicular to the kerb line, the measurement of distance should assume the cycle stand is in use – i.e. measure to the point where a cycle would extend to rather than where the stand itself is. Where there is a tree in the footway, do not simply measure to the trunk. A reasonable judgement needs to be made about where the footway around the trunk can comfortably be used by all.</p>
14	Sharing of footway with people cycling	<p>Why is this important? Shared use footways for people walking and cycling may be the only option in some locations but are generally best avoided, i.e. cycles should have a dedicated facility or be on the carriageway. Older and disabled people and young children can feel particularly vulnerable when people cycle on the footway. This can deter them from walking so the choice and the design must be carefully considered. Where any part of the footway is legally designated as shared use, it requires sufficient width to minimise the impact on the comfort and feeling of safety of all users.</p> <p>How do I measure it? If there is no shared use footway in the segment being assessed, score a 3. If there is shared use footway, then a 2 may be scored if the location is 'quiet' (i.e. peak pedestrian flow less than 600 per hour) and if 3 metres or more of clear width is available. Otherwise, shared use footways score a 1. As with metric 11, the pedestrian flow may be estimated if no data is available. If, through on-site observation, people are seen cycling on a footway illegally (i.e. where it is not legally designated as shared use), apparently to avoid hostile on-carriageway traffic conditions, then this is grounds for scoring a 1.</p> <p>Things to look out for: Blue 'diagram 956' signs indicate a footway is designated legally as shared use. This often applies either side of crossing that can be used by cycles (e.g. at a toucan or parallel crossing). Any instance of shared use footway without the proper signing (for example, a cycle symbol without the accompanying diagram 956 sign), should be noted.</p>

Scoring guidance

	Metric	Scoring Guidance
15	Collision risk between people cycling and turning motor vehicles	<p>Why is this important? A vehicle crossing the path of someone cycling is one of the most common causes of injury as well as being intimidating and discouraging people from cycling. Addressing it through design is a high priority for creating streets where people from all walks of life can choose to cycle. The issues around exposure to risk at signal-controlled and priority junctions are distinct, and are therefore dealt with differently in the metric. While the level of exposure of people cycling to turning motor traffic (i.e. the number of vehicles turning) is significant, risk also depends on the types of vehicle being encountered, on speed, and on visibility between road users. Determining this risk can be complex, even if all the data is available. This metric therefore focuses mostly on the high-level question of whether exposure to risk has been mitigated for in the design.</p> <p>How do I measure it? For any priority junction in the segment to be assessed, the score depends on what has been done to minimise turning movements. If priority junctions are all closed to or access-only for motor vehicles, then a score of 3 is likely to be appropriate (noting that a judgement needs to be made about 'access-only' scenarios as to how many vehicles may need to turn at that location in order to gain access).</p> <p>To score 2 where side roads are open to through-traffic, ways to minimise turning movements by motor vehicles could include one-way out, banned turns in, or modal filters on the side road. For this metric, physical measures to reduce speed on turning (such as raised entry treatments and tight corner radii) should be disregarded because they are considered in metric 3. All other priority junction scenarios score a 1.</p> <p>For any signal-controlled junction in the segment to be assessed, counts are needed to give a breakdown of turning movements by vehicle type. The average % over a weekday is the most appropriate measure. To score a 3, all cycle movements at each arm of the junction should be able to be made separately, in time, from any conflicting movement by motor traffic. This generally includes right-turning cycles. Exceptions can be made where there is no or very low demand for a given cycle movement, ie where cycle movement in one direction is 'protected' but where movement in other directions is not.</p> <p>Where there are movements in conflict (e.g. motor vehicles turning while cycles are proceeding ahead), then providing mitigation measures can increase the score. This means measures to reduce speed on turning, such as junction tables, raised entry treatments and tight corner radii (indicatively less than 3 metres – from LCDS chapter 5, page 4).</p> <p>The other factor is the proportion of large vehicles making a given turning movement. Across all arms of all junctions in the segment being assessed, the assessor needs to score the movement with the highest proportion of larger vehicles turning. Larger vehicles means anything larger than an LGV, i.e. OGV1, OGV2 and PSVs.</p> <p>The overall score for this metric is the lower of the two scores for the lowest-performing priority junction and signal-controlled junction.</p> <p>Things to look out for: LCDS chapter 5 shows common approaches to signal controlled junctions to help separate cycle movements from turning movements by motorised traffic. These include 'hold the left', 'cycle gates' and 'two-stage turns'. Early release and ASLs are mitigation measures, and could help lift a score from 0 to 1, or 1 to 2 but would not alone be sufficient for a 3.</p>
16	Effective width for cycling	<p>Why is this important? The width of the cycling space determines how closely other vehicles may come to people cycling when they overtake. Close passes can cause collisions and are a major reason people feeling unsafe when cycling. An important consideration is the cycling position – primary or secondary, which is explained in more detail in LCDS chapter 3, page 10.</p> <p>If the designer chooses for people to cycle in the primary position, the lane should be narrow enough to prevent motor vehicles from overtaking or wide enough to allow safe overtaking. When the traffic lane is between 3.2 and 3.9 metres wide, people driving are likely to attempt overtaking people cycling despite not being able to give enough clearance.</p> <p>In a lane less than 3.2 metres wide, drivers cannot overtake people cycling without moving out into an adjacent lane. A lane that is 4 metres or more in width should allow motorists to overtake people cycling with sufficient clearance without having to move out of the lane.</p> <p>Where cycles have dedicated space, i.e. where there is a cycle track, then the comfort of using the track depends on the width available – again, ability to overtake or be overtaken without generating unnecessary risks is key. Meeting recommended widths from the LCDS is the best way to ensure that there is space for overtaking within the cycle track. See LCDS chapter 3, page 9 and chapter 4, page 52 for more details.</p> <p>How do I measure it? For off-carriageway cycling, i.e. cycle tracks, measure the width of the narrowest point of the track in the segment being assessed. If the track is bounded by objects higher than a standard kerb (i.e. higher than 125mm) then allow for some extra clearance to that object, as described in LCDS chapter 3. Deduct 250mm from the width for intermittent objects like sign posts and lamp columns and 500mm for continuous features like walls, railings and hoardings.</p> <p>This width metric simplifies the recommendation in LCDS for cycle tracks by generally removing the need to take into account cycle flow. However, where the cycle demand is expected to be high, as defined in LCDS, chapter 4, page 54 – i.e. over 800 per hour on a one-way track or over 1,000 per hour on a two-way track – then the assessor may exercise a judgement to mark down a facility that does not meet the recommended minimum widths in LCDS. In other words, they may score a 0 for tracks less than 1.5m wide (one-way) or 2.5m wide (two-way), a 1 for tracks between 1.5 and 2.2 metres wide (one-way) or between 2.5 and 3.5 metres wide (two-way).</p> <p>For on-carriageway cycling, measure the width of the traffic lanes used by people cycling. If there is a cycle lane, use the combined width of the cycle lane and the nearside traffic lane. If there is no cycle lane, use the width of the nearside lane. The narrowest part of the lane(s) should be used in the Check.</p> <p>Things to look out for: Both on- and off-carriageway, look out for pinch points caused by upstands and other horizontal deflections. A common cause of injuries and near misses for people cycling is when they are required to suddenly move their position due to a pinch point that pushes them into the path of other vehicles.</p>
17	Impact of kerbside activity on cycling	<p>Why is this important? Kerbside activity is a common cause of injuries and near-misses for people cycling. People cycling can feel pressurised to ride close to stopped motor vehicles and this can lead to collision with opening doors or with moving traffic from behind. Collision with opening doors is the second most common cause of serious or fatal injuries to people cycling in London – after right turn across the path of a cyclist.</p> <p>Streets should therefore be designed so that people cycling can ride with sufficient clearance to parked vehicles, or vehicles loading, while staying in the lane. At least 1 metre clearance is recommended.</p> <p>How do I measure it? Determine the likely position for people cycling, referring to the consideration under metric 16 about primary and secondary riding positions, and measure the width between that position and any location where motor vehicles are likely to stop. This includes loading bays, both long- and short-stay parking, school drop-off areas, taxi ranks and bus stops. Where vehicles can legally park within a general traffic lane or bus lane, even if only off-peak, determine in this case where people cycling will reasonably need to position themselves while staying in their lane.</p> <p>If people cycling cannot reasonably give 1 metre or more clearance to stopped motor vehicles, then score a 0. The difference between scores of 1 and 2 is in the frequency of kerbside activity – the assessor must make a judgement about this. 3 can be scored where there is no kerbside activity likely under normal circumstances.</p> <p>Things to look out for: The start of a bay, or of a section where parking is permitted, is a particularly sensitive location as this is where someone cycling is likely to need to move out towards moving traffic in order to give themselves the required clearance.</p> <p>Wherever possible, take note of where vehicles actually park or load, rather than simply the extents of a marked bay – particularly for inset bays and bays half-on / half-off bays the footway. Bays can sometimes be too narrow to accommodate larger vehicles, meaning the vehicle protrudes into the cycle lane or nearside general traffic lane. Where a design requires motor vehicles to cross a cycle lane or track, and there are likely to be many such movements in a given day, then look for some mitigation of the risk generated by this. For example, cycle symbols or surface colour may be used to highlight to motorists that they are crossing a cycle facility.</p> <p>On quieter residential streets with parking on one or both sides, it can be assumed that people will cycle as far from either side as possible – ie in the centre of the carriageway where there is parking on both sides – rather than assuming that they will stay on the left. In practice, this means that the required clearance can be achieved and, if there is only occasional kerbside activity, a 2 can be scored.</p>
18	Quality of carriageway surface	<p>Why is this important? Surface defects and uneven surfaces (e.g. unmade or cobbled) generate potential risks for people cycling or using buses who might become unstable and fall.</p> <p>Some people cycling are particularly sensitive to uneven surfaces. This includes many people using cycles as mobility aids. It is important therefore that poor surface quality does not deter these people and that the choice to cycle is available to people from all walks of life.</p> <p>How do I measure it? Carriageway surface refers to the surface designated for motor vehicle use.</p> <p>The frequency and potential severity of defects should be assessed. Major defects are defined as any defect that could destabilise a person cycling or cause a bus to experience some vertical movement. On carriageway, poorly aligned gullies or sunken covers/gullies below 20mm should be viewed as major defects.</p> <p>If the scheme includes the resurfacing of the whole carriageway surface, score 3. If the scheme includes the resurfacing of only part of the carriageway, score the remaining existing surface.</p> <p>Things to look out for: Defects include non cycle-friendly ironwork and raised or sunken covers and gullies. Longitudinal cracks and defects are potentially more severe than horizontal ones and should be considered major. See London Cycling Design Standards, chapter 7 for more detail on construction and maintenance issues that affect the quality of surface for cycling.</p>

Scoring guidance

Metric		Scoring Guidance
19	Quality of footway surface	<p>Why is this important? Relatively small defects can cause trip hazards for people walking that could result in injuries. This is particularly important for disabled and older people. One of the greatest barriers to some people leaving their homes on foot is fear of tripping and falling on the footway.</p> <p>Barriers for some people can be inadvertently built in as part of the design of the footway or public space. These include small level differences that are difficult to detect, particularly for visually impaired people, and larger ones that create barriers for wheelchair users, among others.</p> <p>How do I measure it? Major defects are defined as any defect which could destabilise a person walking. On footways, badly cracked paving and non-flush dropped kerbs should be regarded as major defects.</p> <p>If the scheme includes the resurfacing of the whole walking surface, score 3. If the scheme includes the resurfacing of only part of the walking surface, score the remaining existing surface.</p> <p>A clear, level surface for walking should score a 3. If there are level differences of 15mm or more (excluding 20mm cycle track delineators or kerbs of 60mm or more and steps indicated by corduroy paving) without any tonal contrast to define and highlight them, then score a 0. In the absence of any other defects, an 'undelineated' level difference of 6-15mm scores 1 and a difference of less than 6mm scores 2.</p> <p>Things to look out for: Crossing points are particularly sensitive locations, given this is where the majority of people have to walk. Look out for cracked paving slabs (including tactile paving), non-flush tables and raised entry treatments and crossfalls greater than 2.5%.</p> <p>There may be changes in materials and/or colour at thresholds between parts of the footway or public space managed by the highway authority and parts in private ownership.</p>
20	Surveillance of public spaces	<p>Why is this important? Streets must feel like pleasant places to be, an important part of this is feeling safe and being reassured that you are not vulnerable to crime or anti-social behaviour. Places that feel safe and reassuring tend to be those with life and activity, where people from all walks of life are made to feel welcome. In contrast, streets and public spaces that feel isolated and neglected, without that sense that there are any active uses, discourage people from staying around.</p> <p>Surveillance is an important component of that feeling of safety. This refers mainly to the existence and use of buildings that open out onto or overlook the street or space. It also arises from active use of the space, ie a street where people are encouraged to dwell will have better surveillance. This does, however, need to be considered for all times of the day and week. Some spaces may be busy and well overlooked for parts of the day but quiet and potentially quite isolated at other times. This is often the case where there is a single, dominant land use, such as office buildings, rather than a mix of uses.</p> <p>Feeling of safety and surveillance are particularly important to consider where the designer has chosen to locate seating, pocket parks and cycle parking. For the latter, fear of cycle theft is a key barrier to people cycling more and experience of cycle theft is often cited as a reason people stopped cycling. So it is important that cycle parking is well located and ideally enjoys good natural surveillance.</p> <p>How do I measure it? A street or space with good surveillance would be one where there are doors opening directly onto the space, and windows directly overlooking it, and where the buildings host a mix of uses, ensuring that there is activity at most times of the day. The assessor should consider both the land uses and the way the space is bounded. A street or space with a continuous frontage, well enclosed, without leftover spaces, is one that is likely to enjoy better surveillance.</p> <p>When undertaking an on-street assessment, the presence of pedestrians – both walking through and dwelling in the space – is a good indicator of an active, well used space. However, consideration needs to be given to how the space will feel at other parts of the day.</p> <p>Things to look out for: Consider how places feel where people may have to visit for relatively short periods of time and may feel vulnerable, such as bus stops and cycle parking. Look out for signs of neglect – a build-up of litter or fly tipping, for example – and for long, blank facades as an indicator that a space is likely to feel isolated and not very safe.</p> <p>The presence of well-positioned lighting is a good indicator that the space could feel relatively welcoming after dark.</p> <p>CCTV can, in some cases, provide reassurance, but it is a poor substitute for natural surveillance and can itself be an indicator that the street or space has been a problem in the past. For that reason, the presence of CCTV cameras should not be taken to mean that there is good surveillance.</p>
21	Lighting	<p>How do I measure it? Street lighting should be compliant with existing British and European Standards. If in doubt, a qualified Lighting Engineer should be consulted. The highest score should only be applied where a specific design consideration for pedestrians and cyclists has been included above the minimum functional standards, such as through the use of amenity or decorative lighting where appropriate.</p> <p>Why is this important? Street lighting is important for ensuring that people walking and cycling can see their way and can feel safe from antisocial behaviour. The ambience of the lighting also affects how relaxed they feel.</p> <p>Things to look out for: Not all existing layouts are compliant with British and European lighting standards. This metric is especially important when scoring an existing layout to highlight opportunities for improvements.</p> <p>Footway and cycling provision off carriageway also need to be assessed, not only lighting of the carriageway.</p>
22	Provision of cycle parking	<p>Why is this important? Provision of cycle parking and its security are essential for supporting more people to cycle more often. An inclusive approach to cycle parking is needed to cater for people who use 'non-standard' models of cycle, including those who use cycles as mobility aids. LCDS Chapter 8 details many of these principles.</p> <p>How do I measure it? Cycle parking 'accessible by all' is defined as step-free access (ie parking facility is on the carriageway or step-free access is possible from the carriageway to the cycle parking location) and with provision for larger cycles such as child carriers and hand cycles.</p> <p>The score is also based on assessing existing demand. 'Fly-parking' (cycles locked to street furniture) is an indicator of cycle parking not meeting the demand.</p> <p>Things to look out for: Cycle parking provision may appear sufficient if not full. However, in some case it can be due to the facility being too far from trip generators or not having appropriate surveillance (ie prone to bike theft). It is also important to ensure that the spread of demand across the day is considered, in conjunction with planning for provision that is appropriate for trip purpose and length of stay. Spare capacity at cycle parking provision combined with 'fly-parking' may be an indicator of cycle parking being in the wrong location.</p>
23	Street trees	<p>Why is this important? Trees can contribute to making streets feel more relaxing and more attractive places to walk, cycle and use public transport. Tree cover contributes to shade from sunshine and protection from rain. In some cases trees can also help remove some pollutants from the air and improve the perception of noise. The wider benefits of trees in mitigating the impacts of climate change through CO2 capture also means that we should make every effort to retain our trees and plant new ones. Part E of TfL Streetscape Guidance provides further details on the role of trees in the Street Environment.</p> <p>How do I measure it? When assessing an existing street, the distance between tree canopies should be measured, not the distance between tree trunks. This will ensure that a street with mature trees, which provide better shade and cover, gets a higher score than a street with young trees only. When assessing a proposal, it is the removal and planting of trees that is assessed, as well as the spacing of canopies.</p> <p>Things to look out for: When assessing existing streets, trees located on privately managed land but with canopies overhanging the public domain can be included when estimating the spacing between canopies. It is not possible to get the highest score if one or more existing trees are proposed to be removed. If some trees are removed but replaced or if the overall number of trees is increased, the proposal will be scored 2.</p>
24	Planting at footway level (excluding trees)	<p>Why is this important? The benefits of footway greening contribute to almost all Healthy Streets Indicators. Part E of TfL Streetscape Guidance and TfL's SuDS in London guidance provide further details on the role of footway-level planting and green infrastructure generally.</p> <p>How do I measure it? When assessing an existing street, this metric is scored based on the presence and function of footway-level planting and grassed areas. The highest score is triggered by well-maintained planting or grassed areas that are designed to enhance the street's social space or connect to surrounding greenery, or where existing facilities have been upgraded with additional Sustainable Drainage System (SuDS) features. When assessing a proposal, it is the removal of existing greenery and new planting that adversely influences the scoring.</p> <p>Things to look out for: The condition of planting and/or its location should also be considered in existing and proposed layouts. If planting is not well maintained, or in areas that are detrimental to people movement, this should be reflected in the scoring.</p>

Scoring guidance

	Metric	Scoring Guidance
	25 Walking distance between resting points (benches and other informal seating)	<p>Why is this important? Streets need to be comfortable places to dwell for everyone; enabling people to sit contributes to this as well as to natural surveillance and ensuring street environments are inclusive for people who cannot walk long distances without a rest. The recommended spacing between resting points is driven by the needs of the least mobile users.</p> <p>Research based on a follow-up study to the London Area Travel Survey found that of all the people with a disability who were able to walk at all, approximately 30 per cent could manage no more than 50 metres without stopping or experiencing severe discomfort, and a further 20 per cent could only manage between 50 and 200 metres. TfL's Streetscape Guidance 2016 (P228) recommends maximum spacing interval of 50 metres for seating on high streets, city places and steep inclines. This is consistent with the Department for Transport's guidance on inclusive mobility, which recommends maximum distances without rest for various user groups.</p> <p>How do I measure it? Take a linear measure between resting points on the same side of the road and mark the side of the road which has the lower level of provision. The longest spacing between points should be used for the score. If there is a resting point on only one side of the road, and there is a crossing conveniently located for this (or the carriageway is so quiet that it can easily be crossed at any point) then that resting point can be considered as serving both sides.</p> <p>Informal seating may include seats at bus shelters, low walls and planting borders that are at similar height to benches, although ideally seating should have a back support and arm rest. Grassed areas cannot be counted as informal seating as some people may not be able to get up from ground level (eg older people with reduced mobility).</p> <p>Things to look out for: Resting points should be available to the general public during all hours. Seating provided by businesses (cafes, shops) may not be available outside of trading hours and should not be included in the scoring. Resting points should have adequate lighting, should not impair pedestrian flow and should allow a safe distance from passing motorised traffic.</p>
	26 Walking distance between sheltered areas protect from the rain including fixed awning or other shelter provided by buildings /infrastructure	<p>Why is this important? Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather. This is particularly important for older people, small children and people with certain illnesses and disabilities. Mature trees with established canopies, colonnades, fixed awnings, bus shelters and any other shelter provided by buildings can be considered as sheltered areas.</p> <p>How do I measure it? Take a linear measure between sheltered areas on the same side of the road. The longest spacing between points should be used for the score. If there is a sheltered area on only one side of the road, and there is a crossing conveniently located for this (or the carriageway is so quiet that it can easily be crossed at any point) then that point can be considered as serving both sides.</p> <p>Things to look out for: Only permanent sheltered areas that are accessible at all times of day should be considered in this assessment. Awnings on shops should not be included.</p>
	27 Factors influencing bus passenger journey time	<p>Why is this important? TfL research shows that service reliability is the key driver for bus user satisfaction (Exploring the Bus CSS metrics report). Reliability is comprised of journey time and the time spent waiting to catch the bus.</p> <p>How do I measure it? This metric is scored based on the impact of the street layout and general traffic on bus journey time and reliability. Score 3 if bus priority measures are in place, or are proposed, to mitigate bus delays. Score 2 if there are no bus priority measures but general traffic does not significantly affect buses (ie there is little or no congestion). Score 1 if buses are delayed by general traffic or street layout and nothing is in place or proposed to mitigate it. Where a bus stop is being removed, designers should consider the implications of its removal on service performance. Reduce the score by 1 if it is considered to impact on bus priority.</p> <p>Things to look out for: Bus journey times may not be available. Assess the layout and streetscape to consider if bus progression is affected by geometry or amenities.</p>
	28 Bus stop accessibility	<p>Why is this important? There are many different user groups who have different needs with regards to bus stop design. The street and bus service's inclusivity relies on the bus stop being accessible for those users who may use wheelchairs, crutches, walking sticks, guide dogs, shopping trolleys, buggies and mobility scooters.</p> <p>How do I measure it? To be fully compliant as an accessible bus stop, a bus stop must meet the following three criteria:</p> <ol style="list-style-type: none">1. It must have a Clearway in place. On borough roads a clearway is denoted by a thick solid yellow line (Traffic Signs Regulations and General Directions (TSRGD) diagram 1025.1). Each bus stop should have one of these along the length of the bus stop cage. Also required, for the enforcement of no stopping restrictions is an upright sign meeting the description in TSRGD schedule 7, part 6, clause 1 ("an upright sign which includes a stopping prohibited symbol and indicates that stopping by vehicles other than buses or local buses is prohibited, or prohibited during the period indicated"). <p>For the Transport for London Road Network (TLRN), the requirement for timeplates has now been removed because the double red line at the bus stop denotes no stopping.</p> <ol style="list-style-type: none">2. The kerb height must be greater than 100mm. For a bus to deploy its ramp safely the ideal range is 125 to 140mm.3. Access to the bus stop must be free of impediments. A visual check of the area around the bus stop, including the surrounding pavement, must be undertaken to ensure that the bus will be able to deploy its ramp and that wheelchair users and people with prams can access the ramp. This is important in preventing visually impaired people walking into obstacles when boarding and alighting the bus. <p>Things to look out for: TfL's Accessible Bus Stop Design Guidance sets out requirements and guidance for the design of accessible bus stop environments.</p>
	29 Bus stop connectivity with other public transport services	<p>Why is this important? Conveniently locating bus stops as near as possible to other services will deliver a shorter transition time for public transport users. This helps encourage people to use public transport instead of private cars for longer journeys and ensures the distance is walkable by the least mobile users. It can also mean the other service is within sight of the bus stop, making public transport use more legible.</p> <p>How do I measure it? Measure the walking distance between the bus stop and the other public transport service that users may wish to transfer on to – this includes, for example, another bus stop, a London Underground station or a National Rail station.</p> <p>Things to look out for: Where a bus stop cannot be located within sight of other public transport services that people may wish to connect with, appropriate wayfinding must be in place.</p>
	30 Street-to-station step-free access	<p>Why is this important? To be more accessible to people (including, wheelchair users, older people and parents with prams or buggies), step-free access from the street to the station must be provided.</p> <p>How do I measure it? This metric is about step-free access from the street to the station (ie not step-free access to platform). A station access point must be within the extents of the study area.</p> <p>Things to look out for: The Healthy Streets Check only assesses street design elements. Therefore this metric does not consider access to services (step-free access to platform). Although not covered in this tool because not easily measurable, many other elements such as colour contrasts and tactile information determines the accessibility of services for some people.</p>
	31 Support for interchange between cycling and underground/rail	<p>Why is this important? Improving the cycling facilities near stations will encourage public transport users to consider cycling part of their journey. It also extends the catchment area of stations by providing users with an alternative to long walking distances or driving to access the station. This metric concerns facilities for people who need to leave a cycle at an interchange in order to connect with public transport services – it does not therefore include consideration for cycle hire or folding cycles.</p> <p>How do I measure it? Review cycle parking based on location, type and amount. Ensure that all station accesses are identified.</p> <p>The highest score is achieved for cycle parking that is close to station access points (ideally within 50 metres, and no more than 150 metres away), offers secure facilities such as access controls as appropriate (in a location with good natural surveillance, this may not be needed) and that exceeds existing demand.</p> <p>In some cases, it may be possible to request data on predicted future demand, and this should be used if available. When undertaking site visits, assessors should determine if provision meets existing demand, ie where there are no or few empty spaces.</p> <p>Things to look out for: Underused cycle parking does not always mean that there is no demand for cycle parking. Underused cycle parking, combined with examples of fly-parking (e.g. cycles chained to railings) usually means that the cycle parking is poorly located.</p> <p>Poorly located cycle parking includes facilities that are spaces with poor natural surveillance. Assessors should also note whether the facilities align with locations where people cycling are likely to arrive. If cycle parking has to be located out of sight, e.g. in a basement, then this should be regarded as poorly located unless it is well signposted.</p>

Healthy Street Indicators

	How each metric contributes to the Healthy Streets Indicators' scores									
	Pedestrians from all walks of life	Easy to cross	Shade and shelter	Places to shop and rest	Not too noisy	People choose to walk, cycle and use PT	People feel safe	Things to see and do	People feel relaxed	Clean air
1. Total volume of two way motorised traffic	P	P	-	-	-	P	P	-	P	-
2. Interaction between large vehicles and people cycling	P	-	-	-	-	P	P	-	P	-
3. Speed of motorised traffic	P	P	-	-	-	P	P	-	P	-
4. Traffic noise based on peak hour motorised traffic volumes	P	-	-	-	P	P	-	-	P	-
5. Noise from large vehicles	P	-	-	-	P	P	-	-	P	-
6. NO2 concentration (from London Atmospheric Emission Inventory)	P	-	-	-	-	P	-	-	-	P
7. Reducing private car use	P	P	-	-	P	P	P	-	P	P
8. Ease of crossing side roads for people walking	P	P	-	-	-	P	P	-	P	-
9. Mid-link crossings, to meet pedestrian desire lines	P	P	-	-	-	P	P	-	P	-
10. Type and suitability of pedestrian crossings away from junctions	P	P	-	-	-	P	P	-	P	-
11. Technology to optimise efficiency of movement (pedestrians, cyclists, buses and general motor traffic)	P	P	-	-	-	P	P	-	-	-
12. Additional features to support people using controlled crossings	P	P	-	-	-	P	P	-	P	-
13. Width of clear continuous walking space	P	-	-	P	-	P	P	-	P	-
14. Sharing of footway with people cycling	P	P	-	-	-	P	P	-	P	-
15. Collision risk between people cycling and turning motor vehicles	P	-	-	-	-	P	P	-	P	-
16. Effective width for cycling	P	-	-	-	-	P	P	-	P	-
17. Impact of kerbside activity on cycling	P	-	-	-	-	P	P	-	P	-
18. Quality of carriageway surface	P	-	-	-	-	P	P	-	P	-
19. Quality of footway surface	P	P	-	-	-	P	P	-	P	-
20. Surveillance of public spaces	P	-	-	P	-	P	P	-	P	-
21. Lighting	P	-	-	-	-	P	P	-	P	-
22. Provision of cycle parking	P	-	-	-	-	P	P	-	P	-
23. Street trees	P	-	P	P	P	P	P	P	P	P
24. Planting at footway-level (excluding trees)	P	-	-	P	P	P	P	P	P	P
25. Walking distance between resting points (benches and other informal seating)	P	-	-	P	-	P	-	P	P	-

Healthy Street Indicators

	How each metric contributes to the Healthy Streets Indicators' scores									
	Pedestrians from all walks of life	Easy to cross	Shade and shelter	Places to shop and rest	Not too noisy	People choose to walk, cycle and use PT	People feel safe	Things to see and do	People feel relaxed	Clean air
26. Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/ infrastructure	P	-	P	-	-	P	-	P	P	-
27. Factors influencing bus passenger journey time	P	-	-	-	-	P	-	-	P	-
28. Bus stop accessibility	P	-	-	-	-	P	P	-	P	-
29. Bus stop connectivity with other public transport services	P	-	-	-	-	P	-	P	P	-
30. Street-to-station step-free access	P	-	-	-	-	P	-	P	P	-
31. Support for interchange between cycling and underground/rail	P	-	-	-	-	P	-	-	P	-

How to interpret the results

The Check produces an overall score out of 100 points. This score gives a general picture of how a design, in the round, is delivering against the Indicators. Designers should seek to increase the score. It also presents a score for each of the 10 Healthy Streets Indicators. It should be noted that the overall score is not an average of all the Indicator scores, as each metric contributes to multiple Indicators. The objective is to get as high a score as possible, for this to be as evenly distributed across the 10 Indicators as possible and for '0' scores to be eliminated. A proposed scheme should aim to increase every Indicator's score.

It is not possible to score a perfect 100 points in any one design because compromises and trade-offs inevitably need to be made. The overall score is less important than eliminating zero scores and delivering a well considered design.

For any metric that scores '0' these will be flagged up in the summary graph and if they cannot be eliminated, a justification for the decision to leave them in the design should be written in the text box next to the scoring table.

There is no threshold 'acceptable' Healthy Street Check score. Streets are neither 'healthy' or 'unhealthy' and their score will reflect the volume and mix of motorised traffic they are facilitating as well as design features. Some designs will deliver a greater uplift in score than others which may reflect physical, financial or political constraints on the project.

What '0' scores mean

Ten of the metrics can be scored zero. All of these metrics are known high risk road danger issues. Deaths and serious injuries on the street are unacceptable so there is a particular focus on redesigning streets to eliminate these known hazards.

Metrics scoring '0' will be flagged in the final results if they have not been addressed. Every effort should be made to find a design solution that can remove them. However it is not always possible to remove '0' scores, therefore it is important that these are identified and acknowledged.

What the numbers mean

The Healthy Streets Check is not a scientific assessment of how healthy a street is. For example, if a street's score increases by 10 points, this does not mean it delivers a 10% greater health benefit to the people who use it, nor does it mean active travel will increase by 10%.

The metrics included in the Healthy Streets Check are the best currently available, quantifiable and evidence-based standards that are within the gift of the traffic engineer or urban designer to influence through the design of the street. As a result, some of the Healthy Streets Indicators are linked to only a few metrics e.g. shade & shelter while others are linked to all 31 metrics e.g. pedestrians from all walks of life, because all the metrics contribute to the whole environment in the round and therefore affect the Indicator.

The numbers must therefore not be given any undue weight in the interpretation of the results. The objective is to get as high a score as possible for a given project, for this to be as evenly distributed across the 10 Indicators as possible and for '0' scores to be eliminated.

Describing the change in score

To describe how much the score has increased by, you should state the total number of percentage points it has gone up by. This is different to the percentage increase.

For example, if the existing layout scores 20 points and the proposed layout scores 30 points, the score has increased by a total of 10 percentage points. The score has also increased by 50%. It is important to understand the differences between these two calculations so you describe the change in score accurately.

Why you cannot get a perfect score

In a complex street environment a balanced approach must be taken; freeing up space for cycling or extending crossing times for people walking may delay buses. Likewise removing a pinch point for people cycling or buses may mean removing an island refuge for pedestrians or, from the reverse perspective, installing an island refuge may introduce a pinch point for buses and people cycling.

To be transparent and promote the best possible outcome in the round, recognising the difficult decisions designers must weigh up, the Check aims to highlight these decisions so that it is clear what compromises have been made.