Healthy Streets checklist for new developments

Healthy Streets®

www.healthystreets.com

How this tool works

OVERVIEW

This is a checklist that can be used to assess how a street performs against the 10 Healthy Streets Indicators and therefore, the extent to which the street is meeting the basic needs of people.

For more information about the 10 Healthy Streets Indicators and why they are important visit healthystreets.com

This checklist can be used on any section of street up to 200m long. Longer streets should be broken up into shorter sections and a checklist done for each section.

This checklist is intended to support developers to identify potential opportunities for improving the existing streets associated with their development. It can also be used as a guide for key principles to cover in the design of new streets.

References to best practice guidance on street design are included for each street element. There may also be local guidance that you wish to use.

HOW DO I USE IT?

Identify the street you would like to assess. You may need to agree with the relevant planning or highway authority which streets to include. Basic human needs are assessed in this tool and these apply to all streets, regardless of landuse. If people are allowed and expected to walk and cycle on the street then this tool should be applied.

Measure how long the street is and, if necessary, break it down into sections under 200m long. For each section score the street 0, 1, 2 or 3 for each question. There are 20 questions so the maximum score you can achieve is 60.

If you are assessing a project at a very early stage you may find some questions difficult to score with confidence. For example, you may not know the detail of which materials will be used to pave the street. You will ned to make an assumption. You can review and revise your scores as the detail of the street layout and materials develop.

WHY SHOULD I USE IT?

Answering the questions will help you to identify pragmatic changes to the street environment which will increase the benefit to people in your development, improve the

local environment and increase the appeal of your development. These changes could also reduce costs, for example descoping cobbled features in favour of a smoother surface material.

WHAT ELSE CAN I DO?

This tool examines some important details of the layout of each individual street. However there is much more you can do to ensure that a new development is creating a healthy and inclusive environment including land-use mix and density, connectivity and site layout to name just a few of the important factors.

1 MOTOR VEHICLE SPEEDS

Do lane widths and forward visibility ensure the majority of vehicles are travelling below 20 mph?		Score
3	Lanes are maximum 3m wide with forward visibility below 40m or lanes are maximum 2.5m wide with forward visibility below 80m.	
2	Speed limit is 20 mph, lanes are maximum 3m wide	
1	Speed limit is 20 mph, lanes are wider than 3m	
0	Speed limit is above 20 mph	

How to assess this

If the speed limit on any section of the street is above 20mph score 0. If the speed limit is 20mph throughout, then assess the 'design speed' of the street based on the lane widths and the forward visibility.

When assessing forward visibility consider permanent features such as trees and bends in the road not temporary features like parked cars or market stalls.

When assessing lane widths on streets where car parking is permitted consider the widths when there are few or no cars parked on the street.

For existing streets, if you have recent data on 85th percentile speeds for the street look to see what speeds the majority of vehicles are travelling in the early hours of the morning and this will indicate the 'design speed' of the street.

If you feel that in spite of the lane widths and forward visibility there are other factors that mean the majority of cars are travelling around or below 20 mph even in the early hours of the morning then you can score 3. It is worthwhile, on existing streets, to collect some data e.g. automatic traffic counts to demonstrate this. Examples include vertical deflection such as speed tables and speed humps and 'activation' of the street with planting, seating etc.

What can be done to improve the score?

There are many measures that will both ensure people drive with care and enhance the street for people walking, cycling and dwelling. These are the design measures to consider adding. Examples include:

- Narrowing carriageway lanes below 3m can provide more space for wider footways, trees and planting, seating and cycle parking or cycle lanes (if needed).
- Raised table crossings and narrowed, raised side road entrances make it easier for people to cross the street as well as slowing vehicles.
- Off-set cross-road intersections and chicanes in lanes can also provide dwelling space on streets. Chicanes can be created with formalised on-street parking spaces.
- There are other aspects of streets that will help to slow vehicles including active frontages on buildings, planting and trees, places to play, eat and drink etc although these may not give rise to considerate driving in the early hours of the morning.

The measures you choose will need to be appropriate for the type of street. However, avoid introducing measures that slow motorised vehicles but introduce other harmful effects. For example: Roundabouts create a hostile environment for people walking; kerbed central medians can create a barrier for people crossing; speed cushions and pinch points and textured surfacing can be hazardous for people cycling.

The aim is to create an environment in which it feels most comfortable to drive below 20 mph and in which the quality of the environment for people walking, cycling and dwelling has been maximised.[1]

Why this is so important

Calm and careful driving of motorised vehicles probably has the biggest impact on how streets feel for people. Shaping how streets are designed, managed and used to ensure that at all times of the day and night people can feel relaxed while driving with care at low speeds delivers many benefits. It creates places that people choose to be in and which are accessible and welcoming to all to walk, cycle and spend time.

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[1] P.89 Manual for Streets (2007) Department for Transport https://assets.publishing.service.gov.uk/media/6270d4838fa8f57a360f8b91/Essex_Manual_for_Streets_Redacted.pdf

2 LEVEL WALKING SURFACE WIDTH

Is the clear, level width for walking on the footway at least 2 metres wide at the narrowest point?		Score
3	The walking space is at least 2m wide the whole way	
2	There is one place where the walking space is not 2m wide	
1	There is 5m-10m in total where the walking space is not 2m wide	
0	There is more than 10m of the walking space that is not 2m wide	

How to assess this

There should be clearly demarcated space for people to walk along the length of both sides of the street, the 'footway'. If there is any section of the street without a footway space the score is 0 unless there are no buildings or other destinations to access on that side of the street.

On existing streets, walk the full length of both sides of the street and measure the clear, level walking space provided. A cross-fall to allow for drainage is acceptable, a sloped surface for driveway cross-over is not acceptable. A street with one or more sloping vehicle accesses cannot score 3.

Identify locations where the walking space is below 2m wide. If the total number of locations where the width of the walking space is compromised comes to more than 10m in total score 0.

It is worth considering locations where people may obstruct the walking space, for example while waiting for public transport or queueing at a shop. There should be at least 2m clear space in addition to where people are likely to be dwelling.

If there is one or more locations which in total add up to 5-10m of the length of the street then score 1.

If there is only 1 location where the width of the walking space is compromised, and it is less than 5m long score 2. If there are none, score 3. and if it is more than 10m score 0.

If the clear, level walking space is at least 2m wide the full length of the street score 3.

If the street has been designed as a level surface with no marked 'footway' space in which people are expected to walk across the whole width of the street and motorised vehicles are 'guests' you can score the walking space using the full clear width of the street.

Note that you are not assessing trip hazards here, these are assessed in question 4.

The types of features that commonly constrain the clear level walking space are tree pits, seats, bins, signposts, parked cycles, utility service boxes.

What can be done to improve the score?

If there are missing sections of footway or the footway is continually below 2m wide then footway extensions would need to be built.

If there are individual 'pinch-points' these could be addressed by repositioning street furniture e.g. lamp columns, sign-posts or creating build-outs to widen the footway at these locations. In the design of new streets it is important to keep checking that pinch points are not created by the addition of sign posts, service boxes, trees etc through the design and build process.

If there will be planted areas you will need to consider how these will be maintained to prevent them encroaching on the level walking surface.

Why this is so important

People need a level surface, separate from motorised vehicles to walk along streets. A person walking needs a width of 70 cm, adding a mobility aid or side-by-side support requires 1.5m and therefore a width of 2m is recommended.[2]

To ensure that our streets are inclusive of people using mobility aids, travelling with children and using wheeled luggage we should view 2m effective width as a minimum along all streets.

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[2] P. 19 Inclusive Mobility (2021) Department for Transport https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf

Consider the material for surfacing the walking space very carefully. Some smooth surfaces can be hazardous when wet. The aim is for a smooth surface that still has sufficient grip to be safe for walking in all weather conditions.

It is important to also recognise that many people who are walking are not doing so alone, or would not choose to do so alone. We should strive to ensure the walking space enables people to comfortably travel side-by-side in small groups.

3 SPACES TO STAND

In addition to the walking space, are there spaces available for people to stand and dwell at regular intervals?		Score
3	There is a space at least 3m^2 for people to stand every 100m along both sides of the street	
2	There is a space at least 3m^2 for people to stand every 200m along both sides of the street	
1	There is a space at least 3m^2 for people to stand every 400m along both sides of the street	
0	There is more than 400m along one or both sides of the street without space at least 3m^2 for people to stand.	

How to assess this

As you identify the space for walking/wheeling you should identify additional spaces on the footway to either side of the walking space. If, in addition to the 2m wide walking space, there is at least a 3m wide and 3m long space where a person could stand this can be included in your assessment. If there is a 3m^2 space adjacent to a section of walking/wheeling space that is below 2m wide it should be excluded. For example if there are trees planted in a narrow footway.[3]

A standing space needs to be a solid, level surface that is flush with the footway (not raised up on a step). Do not include areas that are not on public ground or grassed areas e.g. verges as these are not easily accessible for everyone. Do not include driveway crossovers as space to stand as these are not relaxing, safe spaces to dwell given they are used for motor-vehicle access.

It is acceptable for there to be a tree, seat, bin or other object in this space as long as around the object you are achieving at least 3m^2 space to stand.

[3] P.68 Manual for Streets 2 (2010) Chartered Institute for Highways & Transportation https://tsrgd.co.uk/pdf/mfs/mfs2.pdf

You are assessing a 200m section of street so you will need to go beyond the limits of your assessment area to score a 1 or a 0 if you do not find space to stand within the study area.

What can be done to improve the score?

Standing spaces can be created by consolidating street furniture e.g. combining signs onto a single pole, fixing street lighting onto building facades, removing redundant bollards and guard railing.

If there is a grass verge along the kerb edge then areas for standing can be made at intervals along the street. At junctions and side road entrances standing space is particularly useful and can be created by tightening the corner radii of the junctions.

If there is a gradient on the street you are assessing you may want to increase the frequency of spaces where people can take a breath, preferably on a level 'landing' surface for those using wheelchairs, pushchairs, wheeled luggage etc as the need to rest at short intervals will be greater for some people [4]

Why this is so important

People are not constantly moving when they are using streets. They have many reasons to need to stop and they need space to do this. Reasons include waiting for or meeting other people, checking directions or looking for a destination, using mobile phones, taking clothing on or off, rearranging baggage, attending to the needs of children, pets or other dependents they are travelling with.

Providing the space on streets for people to stop not only makes walking, wheeling, cycling, and using public transport viable and comfortable transport options for people it also creates social conditions in which streets become more welcoming, interesting and convivial spaces in which people have a greater sense of personal security.

[4] Chapter 4.3 Inclusive Mobility (2021) Department for Transport https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf

4 TRIP HAZARDS FOR WALKING

Is the walking surface free from any trip hazards or spots where you would need to step up or down?		
		Score
3	The walking surface is smooth with no level differences, cracks or defects	
2	The walking surface has some cracks and imperfections but there are no level differences of 15mm or more	
1	There is at least one level difference of 15mm or more, creating a potential trip hazard	
0	There is at least one location where a person walking would need to lift their foot to step over it e.g. a kerb edge of a side-road entrance	

How to assess this

On existing streets, walk along the designated walking space on both sides of the street identifying whether there are any locations where a person would need to lift their foot to step up, down or over a 'lip' or kerb edge. These can commonly be found at side road entrances, carparks and driveways. If you find any, score 0.

If you do not find any locations that meet this description then you are looking for any location with a level difference of 15mm or more that could be a trip hazard. These are commonly caused by uneven pavers, raised tree roots, cobbled surfaces and inspection covers. One location with a 15mm+ defect will score 1. Pushing a wheeled suitcase or pushchair along the street can help you to identify these locations.

If there are defects but none as great as a 15mm level difference score the street 2.

On a plan for a new street you are likely assuming a high quality finish without defects so you should be looking for any features such as level differences, steps, artistic/architectural elements that introduce a level difference. Tactile paving is an acceptable features and should not bring the score down.

If the walking surface is free of even small defects score 3. This is most likely on newly paved surfaces. Not all newly paved surfaces are free of defects or hazards, for example, if cobbled or textured surfacing has been chosen.

What can be done to improve the score?

Larger level differences are commonly found in locations where there are vehicle accesses to car parks, loading bays and private properties. These can be designed with a 'continuous' footway across the vehicle access to provide a smooth level walking surface.

Smaller defects can be addressed by resurfacing the footways with a focus on smoothness of the materials used. Paving slabs will not provide the same level of smoothness as a well laid asphalt surface. Textured surfaces, cobbles and small block paving will cause discomfort to people using wheeled items such as wheeled suitcases and pushchairs.

Raised tree roots can be a common source of footway defects. Plan for the future growth of the tree and where footway space is constrained you may need to build the kerb edging out to enable people to walk either side of the tree clear of the roots.

More detailed guidance can be found in Inclusive Mobility: A guide to best practice on access to pedestrian and transport infrastructure[5]

Why this is so important

To enable people to walk along streets there needs to be a smooth, level walking surface. For a person who is feeling fit and strong, small defects and textural changes in the walking surface may not seem important but there are many people who will find these a barrier to them being able to walk or wheel along the street. This includes people who are experiencing illness or injury or taking medication which affects their vision, balance, motor-skills, foot numbness. In addition, for people who are pushing pushchairs, wheeled luggage, wheelchairs and walkers as well as people using cycles as mobility aids the smooth, level surface is necessary to prevent injury.

A small level difference of just 15mm is sufficient to cause someone to trip and fall. A larger lip on a kerb edge, for example, can render a street inaccessible for someone using a wheelchair.

[5] Inclusive Mobility (2021) Department for Transport https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf

5 CYCLING SURFACE WIDTH

Is the surface for cycling wide enough to support people comfortably cycling using a range of different types of cycles		Score
3	If the speed limit is 30 mph+ or there are more than 2,500 vehicles per day there is a separated cycle track which is at least 2.5m wide (one way) or 4m wide (two way). If the speed limit is 20 mph or lower there is either a cycle track of the dimensions set out above or cycles are mixing with general traffic in lanes that are below 3.2m wide.	
2	If the speed limit is 30 mph+ or there are more than 2,500 vehicles per day there is a separated cycle track which is at least 2.0m wide (one way) or 2.5m wide (two way). If the speed limit is 20 mph or lower there is either a cycle track of the dimensions set out above or cycles are mixing with general traffic in lanes that are below 3.2m wide or above 3.9m wide.	
1	If the speed limit is 30 mph+ or there are more than 2,500 vehicles per day there is a separated cycle track which is at least 1.5m wide (one way) or 2.0m wide (two way). If the speed limit is 20 mph or lower there is either a cycle track of the dimensions set out above or cycles are mixing with general traffic in lanes of any width.	
0	If the speed limit is 30 mph+ or there are more than 2,500 vehicles per day and there is no protected cycle track or cycles are sharing with people walking and wheeling on a 'shared path'.	

How to assess this

First you need to know the speed limit for the street and if the speed limit is 20mph you will need an estimate on the number of vehicles (2-way) over a 24 hour period. For an existing street you could use Automatic Traffic Count data if available. Alternatively you can estimate the number of vehicles by counting how many pass in both directions during the peak hour (often 8-9 a.m.) and multiplying this by 10.

If the street has a speed limit above 20mph and there is no separated cycle track the score is 0. If there is a separated cycle track (not just a painted line on the carriageway) you need to measure its width to determine if the score is 1,2 or 3.

If the street has a speed limit of 20 mph and maximum 2,500 vehicles in a 24 hour period you need to measure the lane widths to determine whether the street scores 1, 2 or 3.

Measure the width of the cycle track from the edge of defects like ironworks.

You may find LTN 1/20 Chapter 4-7 particularly useful to help you with this assessment.[6]

What can be done to improve the score?

Lowering the speed limit to 20 mph and introducing measures that make it feel most comfortable to drive below 20 mph will deliver the biggest benefits in the round for people.

For streets which are too narrow to add separated cycle tracks without compromising the walking space or due to other physical constraints this may be the only option.

If it is not possible to lower the speed limit then the most generous width of cycle track, to accommodate future growth in cycling, should be added.

If there is only appetite for narrow cycle lanes at present think about how they can be built in a way that would make it easier to widen them in future.

Why this is so important

There are many journeys currently done by car which could feasibly be done by cycle but feeling unsafe cycling on streets mixing with faster moving motor-vehicles is frequently cited as the biggest barrier to people cycling. To enable people to cycle we need to ensure they have a safe space to do so. People feel more comfortable cycling, the wider the cycle space and the slower the motor traffic is travelling.

If safe space for cycling is not provided then it can mean that people cycle in the walking and wheeling space which can cause conflict, discomfort and even exclude some people from using the street. For people with mobility impairments and heavy loads to carry it can be easier to cycle than to walk even very short journeys so we should prioritise safe space for cycling in the same way that we do safe space for walking.

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[6] Local Transport Note 1/20 (2020) Department for Transport https://assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf

6 CYCLING SURFACE SMOOTHNESS

Is the surface for cycling free from hazards that would make cycling feel uncomfortable?		
		Score
3	The cycling surface is smooth with no level differences, cracks or defects	
2	The cycling surface has some minor cracks and imperfections but they do not affect the smoothness of the riding experience	
1	The cycling surface has texture, defects or refuse which means cycling does not feel smooth	
0	There is at least one level difference of 20mm or more, creating a potential hazard to people cycling or the surface is unbounded	

How to assess this

For an existing street it is best to cycle the route yourself and note if you are having to tighten your grip on the handle bars as you approach surface changes. Rumble strips, cobbles, textured surfaces, litter, broken glass, loose grit, pooling water, iron works and inspection covers found anywhere on the cycling surface should be noted.

If you are unable to cycle the route or you are working off a plan then look for features that would compromise the smoothness of the surface people would cycle on.

The cycling surface will be the cycle path if one is provided and the carriageway space if there is not separated cycle path.

What can be done to improve the score?

Ensure there is a programme for cleansing and maintaining the cycling surface and clearing drains to avoid surface pooling of water.

Ensure the cycling surface is composed of an appropriate non-slip material and maintained to promptly address defects.[7]

Ensure the cycling surface is wide enough that ironwork at the kerb edge is not in the direct path of people cycling. For example, cycle path width should be measured from the outside edge of ironworks not from the kerb edge.

For ironworks such as inspection covers that lie on the cycle path ensure they are expertly laid and designed to minimise risk to people cycling.

Why this is so important

The surface for cycling on has an impact not only on the comfort of cycling but it can be a deciding factor in whether some people can or will cycle. To enable the majority of people to have the option to cycle the surface needs to be smooth and non-slip without any hazards.

For people who are experiencing illness or injury or taking medication which affects their vision, balance or motor-skills a smooth surface is particularly important for their safety. Pain or discomfort from sudden jolts and vibrations from the cycling surface will affect most people.

Hazards on the cycling surface which prompt people to make sudden movements either because they lose their balance or are seeking to avoid a hazard can then put themselves or others in danger of falling or colliding.

If the cycling surface (carriageway or cycle path) is not smooth some people will choose to cycle in the walking and wheeling space which can cause conflict, discomfort and even exclude some people from using the street.

[7] Chapter 15 Local Transport Note 1/20 (2020) Department for Transport (https://assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf

7 SIDE ROAD/CAR PARK ENTRANCES

Do the side road and car park entrances have 1m corner radii to ensure vehicles are turning with care and people crossing have clear priority on their desire line?		
		Score
3	All side road and car park entrances have tight (up to 1m) corner radii to ensure vehicles are turning in and out below 10 mph and people crossing can do so step-free on their desire-line (raised table or dropped kerbs).	
2	There is one or more side road or car park entrance that has not been narrowed to ensure vehicles are turning in and out below 10 mph but all side roads and car park entrances have step free crossing on the desire line (raised table or dropped kerbs).	
1	There is one or more side road or car park entrance that does not provide step free crossing on the desire line (raised table or dropped kerbs).	
0	There is one or more side road or car park entrance that does not provide step free crossing (dropped kerb or raised table)	

How to assess this

Identify all the vehicle accesses off the street you are assessing. This will include car parks, loading docks, driveways/garages of private residences as well as side streets. If any of them do not have a flush dropped kerb on both sides or a raised table to provide a smooth transition for people walking and wheeling score 0.

If all locations provide step-free crossings, check that they are all directly on the desire-line for people walking. If any are stepped back from the desire-line more than 10 degrees score 1.

If all locations have step-free crossings on the desire-line ensure they have been narrowed so that turning vehicles will manoeuvre below 10 mph. If any entrances have not been sufficiently narrowed score 2.

If all entrances have a narrow, tight (up to 1m) corner radii score 3.

If you are assessing an unusual design then score it 3 if vehicles need to slow below 10mph to turn and people crossing have a step free route on their desire line.

If there is a zebra or other formal crossing facility at the side road entrance you still assess it based on the turning speeds for vehicles and the alignment of the step-free crossing with the desire-line.

What can be done to improve the score?

Ideally the side road entrances would not only be narrowed with tight corner radii but also raised so that people walking have a continuous level surface on their route. There is best practice design guidance.[8]

People crossing a side street want the shortest possible distance to cross the space where they may be at risk of being struck by a vehicle. Consider how you can narrow the carriageway space as much as possible at entrances to side streets and accesses.

If new vehicle accesses are being designed for new developments consider whether it is necessary for these to be positioned behind a footway or whether the vehicles could be routed elsewhere.

In addition, make sure the design includes the correct tactile indicators.[9]

Why this is so important

People walking along a street should have priority when crossing side road junctions and entrances. The onus is on the person turning a vehicle in or out of the access road, loading bay or car park to do so carefully while yielding to people crossing their path.[10] The design of side-road entrances has a significant role in supporting this behaviour. A narrowed side road entrance angled perpendicular to the street will require the person driving to slow down below 10 mph and put them in a position to clearly be able to see people crossing their path. This will enable people walking along the street who do not have visual impairments to make eye-contact with the person manoeuvring the vehicle. This makes the interaction much safer. For people with sensory impairments they can trust that the design of the street has minimised the risk of their being struck by a turning vehicle.

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[8] Section 9.4.11 Manual for Streets 2 (2010) Chartered Institute for Highways & Transportation https://tsrgd.co.uk/pdf/mfs/mfs2.pdf; Page 66 Manual for Streets (2007) Department for Transport https://assets.publishing.service.gov.uk/media/6270d4838fa8f57a360f8b91/Essex_Manual_for_Streets_Redacted.pdf; Inclusive Design at Continuous Footways (2023) Living Streets https://tsrgd.co.uk/pdf/mfs/mfs2.pdf

[9] Guidance on the Use of Tactile Paving Surfaces (2021) Department for Transport https://assets.publishing.service.gov.uk/media/61df0c91e90e07037794fe90/guidance-on-the-use-of-tactile-paving-surfaces.pdf

[10] UK Highway code rule 170 https://www.gov.uk/guidance/the-highway-code/using-the-road-159-to-203

Designing streets to give priority to those walking across side road entrances does not only create a safer experience for people walking or wheeling, but also for people cycling. As cars are required to slow significantly before turning the risk of them turning across the path of a person cycling is reduced.

8 CROSSING FACILITIES AT INTERSECTIONS

Is there a step free crossing facility on every arm of every intersection?		Score
3	For streets with more than 200 motor vehicles in the peak hour there is a step free, light-controlled or zebra crossing facility on every arm of every intersection. For streets with fewer than 200 motor vehicles in the peak hour there is a step free crossing facility on every arm of every intersection.	
2	Each arm of every intersection can be crossed, step-free in either 1 or 2 stages.	
1	There is a light-controlled or zebra crossing facility which is 2 or more stages or there is a non-light-controlled crossing facility that is not on the walking desire-line (diversion of 10 degrees from desire line)	
0	There is any arm of any intersection that is missing a step free at-grade crossing facility or there is a roundabout (with or without step-free crossing facilities).	

How to assess this

Review the section of street to identify if there are any intersections. This includes roundabouts, mini-roundabouts, crossroads, t-junctions. If there are no intersections on the street or the only intersections are side road junctions (not primary through-routes) you can score 3.

If there are intersections you need to review every arm, not just the arms of the intersection that currently have crossing facilities. For example, every t-junction has 3 arms and every crossroads has 4 arms.

If there is a roundabout, underpass or footbridge on this street score 0 due to the diversion of the crossing facility from the desired path.[11]

[11] The desired path for people walking and cycling is short, direct and at grade.

If any of the arms of any intersections on this street are missing a step-free at-grade crossing facility e.g. dropped kerbs then score 0.

A 'step-free crossing facility' means a place where you can cross a street without stepping up or down, this could be a courtesy crossing, a level surface for carriageway and footway, a controlled crossing with dropped kerbs/pram ramps etc.

What can be done to improve the score?

For streets which are access only -not through-routes - and which have low numbers of vehicles entering and exiting (fewer than 2000) consider whether they could be redesigned to remove the need for formal crossing facilities. Convert roundabouts into crossroad intersections with the tightest possible corner radii. If there is an underpass or footbridge, add an at-grade step-free crossing facility on the most direct route across the intersection. If there are uncontrolled crossing facilities – e.g. at minor T-junctions – narrow the bell mouth and set the crossing facility on the desire line for people walking. If there is a light-controlled crossing ensure there is step-free access and an 'invitation to cross' (e.g. push button) on every arm.

Beyond the very basic standards scored here, there are many more considerations required to ensure crossing facilities are inclusive to all. This includes: tactile and audible indicators; providing sufficient time to cross at signalised intersections; minimising the wait time for people crossing; providing an appropriate level of support to people crossing on streets with high motor traffic volumes and speeds; and enforcement of compliance with traffic signals.[12]

Reducing the number of motorised vehicles and ensuring they are being driven carefully will make streets easier and safer to cross and reduce the need for signalised crossing facilities.

Why this is so important

Walking is the most effortful mode of travel and the people most likely to be walking can be those who face greater barriers to doing so due to illness, injury, disability or age. The needs of people walking to cross directly and conveniently are therefore a priority. If an arm of an intersection is missing a step free crossing facility then it will not be possible for many people to safely cross the street at the place they need to.

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[12] Chapters 4.10-4.11 & 6 Inclusive Mobility (2021) Department for Transport https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf;
Chapter 9 Manual for Streets 2 (2010) Chartered Institute for Highways & Transportation https://tsrgd.co.uk/pdf/mfs/mfs2.pdf

9 CROSSING FACILITIES MIDBLOCK

Is there a crossing facility mid-block on street sections longer than 100m?		
		Score
3	There is a step free mid-block crossing facility on every street section which provides suitable protection given the volume and speed of traffic.	
2	There is a step free mid-block crossing facility on every street section and the longest gap between crossing facilities (mid-block or at intersections) is 100m.	
1	There is a step free mid-block crossing facility on every street section and the longest gap between crossing facilities (mid-block or at intersections) is more than 100m.	
0	There is a section of street that is missing a mid-block crossing facility	

How to assess this

Identify all the street sections between intersections which are more than 100m long. These are the sections you will be assessing to see if there is a crossing facility provided between the intersections i.e. the 'mid-blocks'.

If there are blocks that have no footway on one side and/or no destinations to cross to then you can exclude them from your assessment.

For sections that are longer than 100m identify if any are missing a mid-block crossing facility, if so, score it 0.

If all blocks have a step-free midblock crossing facility check that the distance to the next crossing facility (mid-block or at an intersection) is below 100m. If it is more than 100m score 1, if it is less than 100m then score 2.

If all blocks are around 100m long you can score 3 regardless of whether there are any mid-block crossing facilities.

A 'step-free crossing facility' means any place where you can cross a street without stepping up or down, this could be a courtesy crossing, a level surface for carriageway and footway, a controlled crossing with dropped kerbs/pram ramps etc.

Don't include driveway entrances as 'step-free crossing facilities'

High speed traffic will require high levels of protection e.g. light-controlled crossing. There is guidance on the appropriate mid-block crossing facility for the speed and volume of traffic.[13]

What can be done to improve the score?

Follow best practice design guidance to add appropriate mid-block crossing facilities at an appropriate frequency.

If the street you are assessing has destinations on e.g. bus stops, shops, public buildings and facilities it is sensible to locate the mid-block crossing facilities to enable people to conveniently access these.

It is also important to note where footpaths, alleys, public rights of way and cut-throughs are located as these are locations where people frequently want to cross mid-block.

Make sure that the correct tactile indicators are being incorporated into the design of any crossing facilities.14

Why this is so important

Walking is the most effortful mode of travel and the people most likely to be walking are those who face greater barriers to doing so due to illness, injury, disability or age. If crossing facilities are not provided where people want to cross streets some will cross anyway at these locations which can be dangerous. It is therefore a priority that people walking and wheeling can cross directly and conveniently.

[13] Chapter 9 Manual for Streets 2 (2010) Chartered Institute for Highways & Transportation https://tsrgd.co.uk/pdf/mfs/mfs2.pdf; Crossings Selector Tool (2024) Active Travel England
[14] Department for Transport (2021) Guidance on the Use of Tactile Paving Surfaces https://assets.publishing.service.gov.uk/media/61df0c91e90e07037794fe90/guidance-on-the-use-of-tactile-paving-surfaces.pdf

10 CYCLE PROTECTION AT INTERSECTIONS

Are cycles protected from collision risk with motor vehicles at intersections?		
		Score
3	On a street with traffic volumes above 2000 vehicles per day all cycle movements are fully protected	
2	On a street with traffic volumes above 2000 80% of cycle movements are fully protected	
1	On a street with traffic volumes above 2000 50% of cycle movements are fully protected	
0	On a street with traffic volumes above 2000 less than 50% of cycle movements are fully protected	

How to assess this

You will need an estimate on the number of vehicles (2-way) over a 24 hour period. On existing streets you could use Automatic Traffic Count data or you can estimate the number of vehicles by counting how many pass in both directions during the peak hour (often 8-9 a.m.) and multiplying this by 10.

If the street you are assessing has below 2000 vehicles per day you can score 3 regardless of any measures being provided to protect cycle movements. However if there is an intersection with a street with more than 2000 vehicles per day then these arms of the crossing will need to fully protect people cycling to score 3.

You will need to assess every intersection to see whether there are features to protect cycles for all cycle movements through the intersection. This includes, early release traffic lights, signal operated separated movements for cycles, off carriageway by-passes for bikes and on low trafficked streets, Advanced Stop Boxes .

You may find LTN 1/20 Junction Assessment Tool particularly useful to help you with this assessment.[15]

What can be done to improve the score?

Reducing the volume, size and speed of motorised traffic using the intersection will deliver the biggest benefits, in the round.

Introducing banned turns, weight and height restrictions and no entry on arms of junctions that do not need access for motor vehicles reduces the number of potential conflicts between motor vehicles and cycles. Tightening turns and narrowing lanes so vehicle movements are made more slowly and carefully will also help to improve safety for cycles.

Why this is so important

Intersections are where people cycling are most frequently and severely injured by being struck by people driving motor vehicles. To enable people to cycle it is essential that intersections are designed to ensure they are safe for cycling.

Fear of injury is a primary reason cited by people for not cycling so to enable more people to get all the benefits of cycling it is important that we take every opportunity to ensure streets are designed in ways that make them safe for cycling.

[15] Chapters 4 & 5 Local Transport Note 1/20 (2020) Department for Transport https://assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf

11 LIGHTING

Is there pleasant, ambient lighting that creates a relaxing, continually lit walking environment?		
		Score
3	There is consistent lighting all along the footways on both sides of the street so that there are no areas of shadow.	
2	There is consistent lighting all along the footways on both sides of the street with the exception of one location where there is an area of shadow.	
1	More than 50% of the footways on both sides of the street are well lit	
0	Less than 50% of the footways on both sides of the street are well lit	

How to assess this

Ideally visit the street during hours of darkness. Consider whether the positioning of the lighting, trees, signage and parked cars creates spaces on the footway which are unlit or poorly lit. Pay particular attention to lanes and alleys coming off the street and crossing locations on the street.

If there is no footway on one side of the street you can exclude that section from your assessment.

Primarily you will want to be looking at public street lighting as lighting on private properties may not be reliable and providing lighting throughout all the hours of dusk and darkness. However there may be lighting of the street from surrounding land-uses which you consider appropriate for inclusion in your assessment e.g. train station.

Street lighting that is switched off during periods of darkness score 0.

What can be done to improve the score?

Use the best practice guidance for lighting of footways.[16]

The aim is to ensure that people using footways and crossing points are sufficiently well lit to keep them feeling safe and comfortable but not to artificially light a street environment in ways that encourage people to drive more aggressively or in ways that produce excessive light pollution.

Consider the positioning of lighting columns to ensure it does not obstruct people on the footways.

In addition to the footways you can also consider the lighting of areas to the side of the footway. If there are areas of deep shadow alongside a footway it can mean that people will feel unsafe even if the footway is well lit.

Why this is so important

During hours of darkness people still need to be able to walk, wheel and use public transport and for all these activities they need a lit path. This not only reduces the risk of them tripping, it also reduces the risk of them being struck by a vehicle and it makes people feel safer in terms of personal security.

[16] Chapter 12.6 Manual for Streets 2 (2010) Chartered Institute for Highways & Transportation https://tsrgd.co.uk/pdf/mfs/mfs2.pdf

12 SHADE OF WALKING AND WHEELING SPACE

Is there shade of the walking & wheeling space so that people would be continually shaded walking and wheeling on a summer day?		Score
3	Over 75% of the walking space on both sides of the street would be shaded on a summer day.	
2	Over 50% of the walking space on both sides of the street would be shaded on a summer day.	
1	Over 25% of the walking space on both sides of the street would be shaded on a summer day.	
0	Less than 25% of the walking space on both sides of the street would be shaded on a summer day.	

How to assess this

For an existing street, ideally you would visit the street when trees are in leaf to best assess the shade cover provided by trees. Shade can also be provided by tall buildings, awnings, colonnades, porches and fabric sails. You are assessing the proportion of the walking space that would have shade cover on a clear summer day.

For a proposed design you can assess the shade based on the full, anticipated canopy cover of trees that are to be planted once matured.

The full width of the footway does not need to be fully shaded for it to contribute to the percentage of street with shade cover. If there is a walking route along the street that would be in shade, even if parts of the footway are not shaded then you can include it.

What can be done to improve the score?

If you have some influence over buildings fronting onto the street you can consider building shade features into the architecture e.g. colonnades or adding shade features to the architecture e.g. awnings. Taller buildings may also help to provide shade of the street and if you are planning new streets then making them narrow will mean even lower buildings can provide shade. In the street space itself shade can be provided by trees, some of which have a wider canopy and therefore greater shade- giving

potential. Fabric sails can also be fixed across the street or on structures over the footways.

When you are planning for shade to be provided by tree canopy, ensure there will be adequate space for the roots to grow to support this, ensuring the root-zone is clear of utilities.

Why this is so important

People need a safe street environment to walk, wheel, cycle and spend time every day of the year. These are not optional, weather dependent activities. We therefore need to ensure it is possible for people to safely use street environments for prolonged periods even on the hottest and sunniest of days. There are many people who are unable to spend prolonged, or even short periods of time in bright sunlight as a result of medical conditions or medications that make bright sunlight harmful to them. Our climate is changing and we need to act quickly to adapt our street environments for the increasingly unstable weather we are experiencing which includes higher annual temperatures each year.

13 SHADE FOR CYCLING

Is there shade of the cycling space so that people would be shaded while cycling on a summer day?		Score
3	More than 75% of the cycling space on both sides of the street would be shaded on a summer day.	
2	More than 50% of the cycling space on both sides of the street would be shaded on a summer day.	
1	More than 25% of the cycling space on both sides of the street would be shaded on a summer day.	
0	Less than 25% of the cycling space on both sides of the street would be shaded on a summer day.	

How to assess this

For an existing street, ideally you would visit the street when trees are in leaf to best assess the shade cover provided by trees. Shade can also be provided by tall buildings, awnings, colonnades, porches and fabric sails. You are assessing the proportion of the cycling space that would have shade cover on a clear summer day.

For a proposed design you can assess the shade based on the full, anticipated canopy cover of trees that are to be planted, once matured.

The full width of the carriageway space does not need to be fully shaded for it to contribute to the percentage of street with shade cover.

If there is a cycle path this should be the focus of your assessment, if not then see if there is a route along the street that would be in shade for people cycling. Even if parts of the carriageway are not shaded, you can include it.

You can exclude the intersections from your assessment.

What can be done to improve the score?

If you have some influence over buildings fronting onto the street you can consider building shade features into the architecture or adding shade features to the architecture e.g. attaching fabric sails.

Taller buildings may also help to provide shade of the street and if you are planning new streets then making them narrow will mean even lower buildings can provide shade. In the street space itself, shade can be provided by trees, some of which have a wider canopy and therefore greater shade- giving potential. Fabric sails can also be fixed across the street or on structures over the cycle paths.

Think carefully before adding trees to the centre of the carriageway on a median strip as this can have a 'severing' effect, creating a barrier to people crossing the street informally and it can lead to people driving vehicles faster. Trees planted on median strips also reduce the future flexibility for redesigning the street layout.

Why this is so important

People need a safe street environment to cycle in every day of the year. This is not an optional, weather dependent activity. We therefore need to ensure it is possible for people to safely use street environments for prolonged periods even on the hottest and sunniest days.

There are many people who are unable to spend prolonged, or even short periods of time in bright sunlight as a result of medical conditions or medications that make bright sunlight harmful to them.

Our climate is changing and we need to act quickly to adapt our street environments for the increasingly volatile weather we are experiencing which includes higher annual temperatures each year.

14 PLACES TO SHELTER

Is there a suitable place for a person to shelter from the rain at regular intervals along the street?		
		Score
3	There is a suitable place for a person to shelter from the rain every 100m along both sides of the street	
2	There is a suitable place for a person to shelter from the rain every 200m along both sides of the street	
1	There is a suitable place for a person to shelter from the rain every 400m along both sides of the street	
0	There is more than 400m on one or both sides of the street without a suitable place for a person to shelter from the rain	

How to assess this

For an existing street, walk the length of your street and identify all the features that could be used to shelter from rain. For a proposal, look at what is planned. Features that provide shelter includes bus shelters, porches, colonnades, fixed awnings, doorways and vestibules on buildings that open directly onto the street. Do not include places where you need to step up or down to enter the sheltered space e.g. steps at a building entrance.

If there is no footway on one side of the street you can exclude that section from your assessment.

Measure the longest distance between places to take shelter on both sides of the street and score according to the side of the street with the lowest frequency. For example, if one side of the street has places to shelter every 70m and the other has no places to take shelter along a 400m stretch then score the street 0.

You are assessing a 200m section of street so if you do not find a place to take shelter on both sides of your street within the study area you will need to look beyond the limits of your assessment area to score a 1 or a 0.

Only include trees if they are already mature-grown evergreen trees with dense foliage such that there will be effective protection, even in heavy rain.

What can be done to improve the score?

If you have some influence over buildings fronting onto the street you can consider building shelter into the architecture e.g. colonnades. In the street space itself shelters can be provided by fixed structures on the footway which can also add to the visual interest of the street. Ideally sheltered space will be provided in addition to the space provided for walking and wheeling but this is not essential for achieving a good score.

Why this is so important

People need a safe street environment to walk, wheel, cycle and spend time every day of the year. These are not optional, weather dependent activities. We therefore need to ensure it is possible for people to shelter during heavy downpours of rain. There are many reasons people need to stand on a street when there is heavy rain: they may be waiting for a person, bus or ride; they may need to use their phone to find somewhere indoors they can go to wait out the bad weather or get help; they may simply be waiting out a downpour before continuing their journey walking, cycling or wheeling.

Our climate is changing and we need to act quickly to adapt our street environments for the increasingly unstable weather we are experiencing which includes sudden downpours of rain.

15 PLACES TO SIT

Is there a suitable place for a person to sit at regular intervals along the street?		
		Score
3	There is a suitable place for a person to sit every 50m along both sides of the street	
2	There is a suitable place for a person to sit every 100m along both sides of the street	
1	There is a suitable place for a person to sit every 200m along both sides of the street	
0	There is more than 200m on one or both sides of the street without a suitable place for a person to sit	

How to assess this

Identify all the locations along both sides of the street that are suitable for members of the public to sit on. This includes public benches and seats, seating in bus shelters and low walls in front of public buildings. Do not include restaurant/café/bar seating. Do not include walls that are on private ground or that form the boundary of private buildings e.g. homes.

Measure the longest distance between seats on each side of the street and score according to the side of the street with the lowest frequency. For example, if one side of the street has places to sit every 40m and the other has no places to sit along a 200m stretch then score the street 0.

If there is no footway on one side of the street you can exclude that section from your assessment.

What can be done to improve the score?

Identify opportunities for adding seating in suitable locations along the street to increase the frequency of the opportunities to stop or sit. Ensure your chosen location will not compromise the clear space for walking and wheeling and standing. Building out the footway space at intersections and mid-block crossing points can create additional space for seating, as can carriageway build-outs and parklets in parking lanes.

If you have a role in the design of buildings lining the street you can incorporate low walls or inset seating into the walls of the building itself.

Individual seats can fit into small spaces and will be of great benefit to people who cannot walk long distances without a break.

There are many factors to consider when choosing an appropriate location, position and design for a public seat, there is guidance available.[17]

If there is a gradient on the street you are assessing you may want to increase the frequency of seats as the need to rest at short intervals will be greater for some people.[18]

Why this is so important

For people to be able to use streets walking, wheeling, cycling and dwelling they need regular opportunities to sit and rest.

Many people, for a wide range of reasons cannot walk or wheel without frequent rest stops. This includes medical reasons, fitness, age and carrying heavy loads. Ideally rest stops are positioned every 50m to maximise the range of people who can walk and wheel.[19] This can make the difference for some people between having to use a car door-to-door for a journey, or use public transport, walking, wheeling or cycling.

[17] Chapter 12 Manual for Streets 2 (2010) Chartered Institute for Highways & Transportation https://tsrgd.co.uk/pdf/mfs/mfs2.pdf
[18] Chapter 4.3 Inclusive Mobility (2021) Department for Transport https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf
[19] Chapter 3.4 and 4.5 Inclusive Mobility (2021) Department for Transport https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf

16 SUSTAINABLE PLANTING

What proportion of the street surface is soft landscaping and drains into nature-based SuDS?		
		Score
3	More than 20% of the street is soft landscaping and 50% or more of the impermeable surface drains into nature based SuDS	
2	5-20% of the street is soft landscaping and 50% or more of the impermeable surface drains into nature based SuDs	
1	5-20% of the street is soft landscaping but less than 50% of the impermeable surface drains into nature based SuDs	
0	Less than 5% of the street surface is soft landscaping.	

How to assess this

Identify all the permeable areas of the street surface. This will include tree pits, rain gardens, swales, permeable paving, planted beds, grassed verges. You are looking for all parts of the street which rain water would soak into rather than flow over towards the drains. This includes front gardens.

Do not include green roofs, the canopy of trees, planted boxes or baskets, while these will delay rain entering the drainage system they are not part of the permeable surface of the street.

To determine the percentage of the surface that drains into nature based SuDS you should measure the area of impermeable surface that water would run off towards the nature based SuDS features.

What can be done to improve the score?

There is detailed guidance and a wide range of case studies available in the TfL SuDS guide (2016).[20] Building with Nature also provide resources you may find useful.[21]

There are benefits from other measures to slow the progress of rainwater into the drainage system on streets such as water butts and green roofs but they will not improve the score.

There are additional benefits from increasing on street planting beyond water management and biodiversity so if you have the opportunity to add large planters that you are able to sustainably plant up and manage they will deliver benefit of colour and interest to the street and support biodiversity. Carefully consider which plants will be suited to the changing climate and support the local ecosystem.

Why this is so important

Streets make up a large proportion of the surface area of towns and cities. If these spaces are impermeable dark surfaces then they put pressure on the drainage system, they contribute to the urban heating effect and they don't contribute to biodiversity and the many benefits that come from plants and natural environments.

Our climate is changing and we need to act quickly to adapt our street environments for the increasingly unstable weather we are experiencing which includes more sudden, heavy rainfall and higher temperatures.

[20] SuDS in London -a guide (2016) Transport for London https://content.tfl.gov.uk/sustainable-urban-drainage-november-2016.pdf
[21] Building with Nature https://www.buildingwithnature.org.uk/about

17 ACTIVE BUILDING FRONTAGES

Do the buildings lining the street have windows and doors that open onto the street?		
		Score
3	Over 75% of both sides of the street are lined with buildings that have doors and windows opening onto it.	
2	Over 50% of both sides of the street are lined with buildings that have doors and windows opening onto it.	
1	Over 25% of both sides of the street are lined with buildings that have doors and windows opening onto it.	
0	Less than 25% of both sides of the street are lined with buildings that have doors and windows opening onto it.	

How to assess this

Calculate the total proportion of both sides of the street which are comprised of buildings which have windows and doors which open onto the street.

The first step is to measure the length of this section that could have buildings fronting it i.e. remove side road entrances but not driveway and loading bay access. Of the remaining length of both sides subtract the sections that have buildings set back 10m or more. Looking at the remaining buildings lining the street subtract those which do not have an active frontage.

If a building is set back from the edge of the public highway more than 10 metres it should not contribute positively to your score. If there is a vehicle entrance into a building, yard or access road this should not contribute positively to your score.

A glass wall with no doors in it would not contribute. A wall of windows that do not open would not contribute. It must be possible for at least one door or window on the building to physically open onto the street.

For example, a traditional Victorian terraced street would likely score 3, a traditional industrial park would likely score 0.

Sections of the street that have no buildings or access roads i.e. parkland, open fields can be excluded from your calculation. So you are only assessing the active frontage of buildings that are present, not the absence of buildings.

What can be done to improve the score?

If you have a role in the design of new properties that will line the street or adapting an existing building follow best practice design guidance on active frontages. There are principles to follow and examples in Building for a Healthy Life.[22]

Beyond improving the score there are other elements that can improve the sense of personal security and visual interest on the street. Examples include adding planting, art and play facilities, lighting and highlighting architectural, cultural and heritage features. In addition, avoid the use of frosted or mirrored glass than is not transparent in windows and doors.

Why this is so important

Streets feel safer, more welcoming and more interesting to people when there are other people on the street and overlooking the street. Ensuring the built form that lines the street introduces the potential for human activity and interaction is well established good practice in place-making.

[22] Building for a healthy Life (2020) Homes England https://www.udg.org.uk/sites/default/files/publications/files/14JULY20%20BFL%202020%20Brochure_3.pdf

18 PEOPLE ORIENTED STREETS

Does the street furniture indicate this street is intended to prioritise people?		
		Score
3	Street furniture has been designed to add to the sense that this is a distinctive place in which people take priority	
2	Street furniture has been rationalised to facilitate a positive experience for people walking and cycling	
1	There is street furniture that could be rearranged, removed or reduced in size or quantity	
0	Street furniture is contributing to the street feeling like it is primarily a through-route for cars moving at higher speed and higher volume	

How to assess this

'Street furniture' is a collective term for the range of things that are installed along streets, usually in the footway including traffic signs and signals, lamp-posts, rubbish bins, benches, post boxes and cycle stands.

Manual for Streets 1 and 2 give guidance on the minimum level of signage required for streets of different speed limits. This information is taken from the Department for Transport Traffic Signs Manual[23] It is worthwhile to become familiar with what the minimum required level of signage is required for the street that you are assessing so you can see what opportunities there are to potentially consolidate existing road markings and signage.

For a street to score above 0 you would need to not only consider the signage to be the minimum required for the speed limit, but also that other street furniture has the potential for removal or consolidation e.g. removing redundant phone boxes, repositioning cycle parking, seating, advertising hoardings and bus shelters, removing

[23] Traffic Signs Manual (2018) Department for Transport https://www.gov.uk/government/publications/traffic-signs-manual

bollards/guard railing or replacing them with useful features such as cycle stands or planters.

To score 2 you would need to feel there is no further potential for consolidating and removing street furniture but that the street furniture provided is not contributing to the street feeling distinctive.

For a proposed design you will want to carefully consider what street furniture is to be added and how it will be positioned. For a new street to score 2 you will want to be satisfied that the proposed design is using the minimum appropriate signage and that street furniture will be thoughtfully positioned to ensure a positive experience for people walking and cycling. If bespoke design is being commissioned or local materials being used in the new street you may score it 3.

Elements that will make a street feel more distinctive are seating, bins, lighting columns, paving and iron works that have been specifically chosen or designed to reference the local character or the place.

What can be done to improve the score?

On almost every street there is the potential to remove or reposition street furniture to create a more people-oriented space. In combination with improving scores for other elements in this checklist you can improve the score here. For example, commissioning seating, lamp columns, ironwork etc that references the local character of the place could contribute to improving the score for seating, lighting, smoothness of the walking and cycling surfaces.

Inclusive Mobility provides detailed guidance on the dimensions and positioning of street furniture to avoid creating hazards and obstructions, particularly to people with sensory and mobility impairments.[24]

Why this is so important

Street furniture affects human behaviour and interaction. If the street furniture indicates a space that is primarily for the fast through-movement of motorised vehicles e.g. large directional signs, guard railing and bollards, then it will feel less safe and welcoming to people walking, wheeling, cycling and dwelling and it will feel more comfortable for careless driving behaviour. Street furniture can clutter the footway spaces making it more difficult to walk, wheel cross streets and spend time in them.

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[24] Chapter 4.6 Inclusive Mobility (2021) Department for Transport https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf

19 CYCLE PARKING

Is there adequate on-street cycle parking to securely lock-up a range of cycles for short-stay?		
		Score
3	There is at least 1 available cycle stand every 100m	
2	There is at least 1 available cycle stand every 200m	
1	There is at least 1 available cycle stand every 400m	
0	There is a length of street section that exceeds 400m and has no available cycle stands	

How to assess this

For existing streets, walk the length of the street and identify all the public cycle parking that is provided which meets the criteria for inclusion.

Cycle parking must be on public ground and with step-free access and clearly visible on the street you are assessing (not tucked around a corner or down a side street). It must be possible to secure both wheels and the framework of the bike to the cycle stand and there must be no requirement to lift any part of the bike to store it. Cycle hoops on lamp or sign posts and Sheffield stands are the most likely eligible cycle parking you will find. Cycle stands that only hold the front wheel or racks which require the bike to be raised should be excluded. Private cycle storage e.g. cycle hangars should be excluded.

An available cycle stand is one that is not currently in use when you make your assessment.

The frequency along the street of the cycle stands is what you are measuring so if there are several available cycle stands in one location and then none for 410m the score will be 0.

Available cycle stands can be on either side of the street to be included so a street with 1 available cycle stand on one side and another that is 98m further along on the other side would score 3.

What can be done to improve the score?

If you have influence over properties that line the street you can ensure that ample, convenient secure cycle parking is provided on-site for residents, staff and visitors so they do not need to rely on the on-street cycle parking. This will increase the availability of the on-street cycle parking for visitors. You can also design in areas of cycle parking (that are marked as available for public use) at the front of your property.

Cycle parking can also be added on street relatively easily without compromising the space available for walking, wheeling and dwelling. Cycle hoops can be fixed to existing lamp columns and sign posts. Cycle stands can replace bollards in some circumstances, bike corrals can be built into former on-street parking spaces, loading bays or left-over carriageway space.

Remember that once a cycle is secured to a cycle stand that will take up more space and it is important this does not compromise the space for walking, wheeling and dwelling.

Ideally, at least some cycle parking would be sheltered from the weather, particularly where people are anticipated to be stopping for more than a few minutes.

Chapter 11 of Local Transport Note 1/20 provides detailed guidance on the provision of cycle parking.25

Why this is so important

For people to be able to depend on cycling as a mode of travel they need to be confident they will be able to securely and conveniently lock up their bike at their destination. Many people choose to cycle for the convenience, flexibility and reliable journey time. All of these elements are lost from the cycle trip if the person has to hunt around for a cycle stand and then walk a long distance from the stand to their destination.

[25] Chapters 11 Local Transport Note 1/20 (2020) Department for Transport https://assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf

20 MOTOR VEHICLE PARKING RESTRICTIONS

Are there restrictions in place to ensure motor vehicle parking is limited to essential deliveries, servicing and disability access?		
		Score
3	The only parking and loading allowed on the street is time limited for essential deliveries, servicing and disability access	
2	The only parking and loading allowed on the street is for permit or ticket holders and loading.	
1	Motor vehicle parking is allowed on the street in marked parking bays only.	
0	Parking motor vehicles on the street is not restricted to marked bays only.	

How to assess this

For existing streets walk the length of the street, otherwise work off a plan.

If there is any section of kerb edge where there are no parking and loading restrictions score 0. If the street is marked up with parking and loading bays score 1. If a permit or ticket is required to use the parking bays score 2 and if the only non-loading bays are designated for disabled users score 3.

Motorcycle parking should be considered as motor-vehicle parking. Designated spaces for parking e-micromobility vehicles should not be considered as motor-vehicle parking.

What can be done to improve the score?

Do a parking survey to understand the current use of the street and off-street parking facilities nearby. Consider how this development fits into a wider plan for parking in the area, for example the introduction of controlled parking zones.

Consider how information and incentives could reduce the demand for kerbside motor vehicle parking.

Consider how the design of the street could help to minimise the negative impacts of kerbside parking e.g. using trees, planting, seats or cycle stands to delineate the parking spaces or protect verge areas

Raise parking spaces to footway level with splay kerbs to create additional footway space when not in use.

Why this is so important

Kerbside space is very valuable for making streets healthier environments. This space can be used to add shade and shelter, seating, cycle parking, walking and dwelling spaces, cycle paths, play and art features (amongst other things).

When a car is parked on a street it is not providing benefit and it can be causing harm by reducing the ease of seeing across the street and physically crossing the street.

Parked cars can also be hazardous for people cycling and can impact on street lighting of footways and cycleways by creating shadow.

We must therefore think carefully about what space we allocate for storing motorised vehicles on street. The more we can limit the time and space allocated to stopped vehicles the more space we have available for other beneficial use.

SCORING

How to calculate your score

Add together the score you have given for each question. The maximum score you could achieve is 60, the minimum score you could achieve is 0.

What does your score mean?

The score gives you an indication of how well suited the environment is for people to walk, wheel, cycle, dwell and access public transport. This is only a selection of many factors that contribute to how 'healthy' a street environment is, it does not provide a definitive answer.

The purpose of using this tool is not simply to generate a number but to help you to identify what should be prioritised when you have the opportunity to influence any of these 20 elements of the street environments associated with new developments.

What else could you do?

There are many more opportunities for improving the healthiness of streets than the 20 items scored in this checklist. For example, you may have the opportunity to provide public toilets or drinking water fountains on the street. Both of these features help to make streets more welcoming if carefully designed, positioned and managed. If you would like to think more creatively about other aspects of the street you could help to improve then take a look at the Healthy Streets Qualitative Assessment.

If you are an engineer or designer working on the detailed design of the layout of a street then you can apply the Healthy Streets Check for Designers. This is a more technical tool that can be used to review an existing street or a proposed detailed design. It is focused solely on a set of quantified metrics that the engineer or designer has the opportunity to influence through the highway redesign process.

What else do you need?

This tool will be further developed based on feedback from people who are using it. If you think important issues are missing or misrepresented then tell us. If you think useful guidance is available that could be added then we want to know. If anything is incorrect or unclear please say.

Following your feedback we will be looking to publish a newer version with illustrations and diagrams, so your views on how this tool can be more useful to you are very welcome.

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