Metrics (Click on ⓘ for more guidance on scoring or open the '*Scoring guidance tab*')		Scoring system				Enter score here		Notes	How each metric contributes to the Healthy Streets Indicators' scores									
		3	2	1	0	Existing layout	Proposed layout		Pedestrians from all walks of life	Easy to cross	Shade and shelter	Places to stop 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	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.	1	1		✓	✓	–	–	–	✓	✓	–	✓	–
2	Interaction between large vehicles and people cycling	There will be no large vehicles using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. or The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.	1	0		✓	–	–	–	–	✓	✓	–	✓	–
3	Speed of motorised traffic	85th percentile speed is less than 20mph. or Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. or Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph. or Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph. or Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is greater than 30mph. or Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.	1	1		✓	✓	–	–	–	✓	✓	–	✓	–
4	Traffic noise based on peak hour motorised traffic volumes	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	–	1	1		✓	–	–	–	✓	✓	–	–	✓	–
5	Noise from large vehicles	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	–	1	1		✓	–	–	–	✓	✓	–	–	✓	–
6	NO2 concentration (from London Atmospheric Emission Inventory)	If assessing existing: The NO2 concentration is less than 32µg/m3. If assessing proposal: The existing NO2 concentration is less than 32µg/m3 or the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is 32 to 40µg/m3. If assessing proposal: The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume or the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is greater than 40µg/m3 (legal limit value). If assessing proposal: The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	–	1	1		✓	–	–	–	–	✓	–	–	–	✓
7	Reducing private car use	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	–	1	1		✓	✓	–	–	✓	✓	✓	–	✓	✓
8	Comfort of crossing side roads for people walking	Side roads are closed to motor traffic. or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	2	2		✓	✓	–	–	–	✓	✓	–	✓	–
9	Mid-link crossings, to meet desire lines	Main desire lines across links are met by crossings suitable for all users at all times.	Main desire lines across links are met by crossings that are suitable some of the time but that do not meet demand all of the time.	Main desire lines across links are not met by pedestrian crossings.	–	3	3		✓	✓	–	–	–	✓	✓	–	✓	–
10	Opportunity to cross the street 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.	–	2	2		✓	✓	–	–	–	✓	✓	–	✓	–
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.		1	1		✓	✓	–	–	–	✓	✓	–	–	–
12	Level of support for people using controlled crossings	Many measures are in place to support controlled crossing.	Some measures are in place to support controlled crossing.	No measures are in place to support controlled crossing.	–	3	3		✓	✓	–	–	–	✓	✓	–	✓	–

13	Width of clear continuous walking space	There is 2.5m or more clear width for walking in busy locations. or There is 2m or more in moderately busy locations. or There is 1.5m or more in quiet locations.	There is 2m to 2.5m clear width for walking in busy locations. or There is 1.5m to 2m width in moderately busy locations.	There is 1.5m to 2m clear width for walking in busy locations.	There is less than 1.5m clear width for walking.	3	3		✓	–	–	✓	–	✓	✓	–	✓	–
14	Sharing of footway with people cycling	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use or Part or all of a footway less than 3m wide is designated as shared use.	–	3	3		✓	✓	–	–	–	✓	✓	–	✓	–
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.	1	1		✓	–	–	–	–	✓	✓	–	✓	–
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.	3	1		✓	–	–	–	–	✓	✓	–	✓	–
17	Impact of parking and loading 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.	3	2		✓	–	–	–	–	✓	✓	–	✓	–
18	Quality of cycling surface	The surface for cycling is even and smooth, with sufficient skid resistance. **or** There are defects but resurfacing of the whole cycling surface is proposed.	There are a few minor defects in the surface for cycling.	There are many minor defects in the surface for cycling.	There are major defects in the surface for cycling.	2	2		✓	–	–	–	–	✓	✓	–	✓	–
19	Quality of walking surface	There is an even and smooth surface for walking. **or** There are defects but resurfacing of the whole walking surface is proposed.	There are a few minor defects in the surface for walking.	There are many minor defects in the surface for walking.	There are major defects in the surface for walking.	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.	–	3	3		✓	–	–	✓	–	✓	✓	–	✓	–
21	Lighting	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. **and** Lighting of off-carriageway facilities for walking or cycling meets 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.	–	3	3		✓	–	–	–	–	✓	✓	–	✓	–
22	Provision of cycle parking	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand but is not accessible by all.	Cycle parking does not meet existing demand.	–	3	3		✓	–	–	–	–	✓	✓	–	✓	–
23	Street trees	If assessing existing: There are multiple trees, with canopies spaced less than 15m apart on average. If assessing proposal: The street is already tree-lined with less than 15m between tree canopies and there are no proposed changes. **or** All existing trees are to be retained, with substantial planting of new trees.	If assessing existing: There are multiple trees, with canopies spaced more than 15m apart on average. If assessing proposal: Most existing trees are to be retained, with the overall number of trees maintained or increased.	If assessing existing: There are no trees, or only one tree. If assessing proposal: There are no trees. **or** The number of trees has been reduced.	–	3	3		✓	–	✓	✓	✓	✓	✓	✓	✓	✓

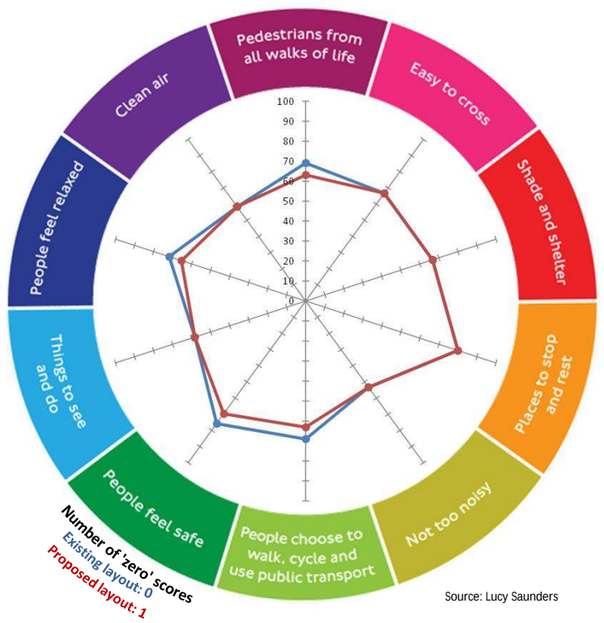
24	Planting at footway-level (excluding trees)	If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). If assessing proposal: Existing greenery is to be retained or enhanced and new greenery is 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 or enhanced.	If assessing existing: There is no planting. If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	2	2		✓	–	–	✓	✓	✓	✓	✓	✓	✓	✓
25	Walking distance between resting points (benches and other informal seating)	There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	–	1	1		✓	–	–	✓	–	✓	–	✓	–	✓	✓	–
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	–	1	1		✓	–	✓	–	–	✓	–	✓	✓	–	✓	–
				Are there any bus services running on this street? (Y/N) If not, do not complete metrics 29-30		Y	Y	<<< please select Y or N	<<<<Please enter Y or N for both existing and proposed.											
27	Factors influencing bus passenger journey time	There are positive influences on bus journey time, eg bus lane, 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, eg unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	3	2		✓	–	–	–	–	✓	–	–	✓	–		
28	Bus stop accessibility	Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	–	3	3		✓	–	–	–	–	✓	✓	–	✓	–		
				Are there any rail/underground/bus station accessible from this street? (Y/N) If not, do not complete metrics 31-33		N	N	<<< please select Y or N	<<<<Please enter Y or N for both existing and proposed.											
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.	–				✓	–	–	–	–	✓	–	–	✓	–		

The Healthy Streets Check score does not show whether a street is healthy or not but indicates the strengths and weaknesses of a scheme/street.

It is not possible to achieve an overall score of 100%. To score well against some metrics, compromise will be needed with other metrics. This reflects the compromises inherent in any street.

Should the assessment reveal one or more '0' scores the design should be reviewed to consider whether the score can be improved. In some cases this will not be possible, if so justify your

Healthy Streets Check scores



Source: Lucy Saunders

Healthy Streets Indicators' scores (%)

(Results will only display once all metrics have been

	Existing layout	Proposed layout
Pedestrians from all walks of life	69	63
Easy to cross	67	67
Shade and shelter	67	67
Places to stop and rest	80	80
Not too noisy	53	53
People choose to walk, cycle and use public transport	69	63
People feel safe	76	70
Things to see and do	58	58
People feel relaxed	72	65
Clean Air	58	58
Overall Healthy Streets Check score	70	65
Number of 'zero' scores	0	1

If known road danger issues (i.e. '0' scores) are unavoidable, please explain why here:

How to interpret the results

The Check will produce a percentage score against each of the 10 Healthy Streets Indicators. These percentage scores give a general picture of how a design, in the round, is delivering against the 10 Healthy Streets Indicators. Designers should seek to incease the Healthy Streets Indicators scores.

An overall percentage score is also presented. This is not an average of the scores for each Indicator as each metrics contribute to multiple Indicators scores.

It is not possible to score a perfect 100% in any one design because compromises and trade-offs inevitably need to be made. The overall percentage score is less important than eliminating critical issues and delivering a rounded design.

The objective therefore 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 also aim to deliver a score increase from baseline for all Healthy Streets Indicators' scores.

If any metrics have scored '0' these will be flagged up in the summary graph above and if they cannot be reconciled a justification for the decision to leave them in the design should be written in the text box below the scoring table.

There is no threshold score for a Healthy Street. Streets are not either 'healthy' or 'unhealthy' - some designs will perform better than

What the numbers mean

The Healthy Streets Check is not a scientific assessment of how healthy a street is. It is not the case that a street with a 10% increase in Healthy Streets Check score confers 10% greater health benefit to people who use it. It is also not the case that a 10% increase in Healthy Streets Check score will deliver a 10% uplift in active travel.

The metrics included in the Healthy Streets Check are the best 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.

What '0' scores mean

Ten of the metrics can be scored '0'. All of these metrics are known high risk road danger issues. TfL is pursuing a Vision Zero target of zero deaths and serious injuries on the streets by 2041 which means that close consideration must be paid to ensure every opportunity to redesign our streets seeks to eliminate these known hazards.

Metrics scored '0' will be flagged in the final results if they have not been addressed . It is not always possible to improve '0' scores but it is important that these are identified through applying the Check and every effort has been made to find a design solution that can remove them.

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 pedestrians may produce delays for buses. Likewise removing a pinch point for cyclists 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 cyclists. 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 stakeholders are informed as to what compromises have been made.