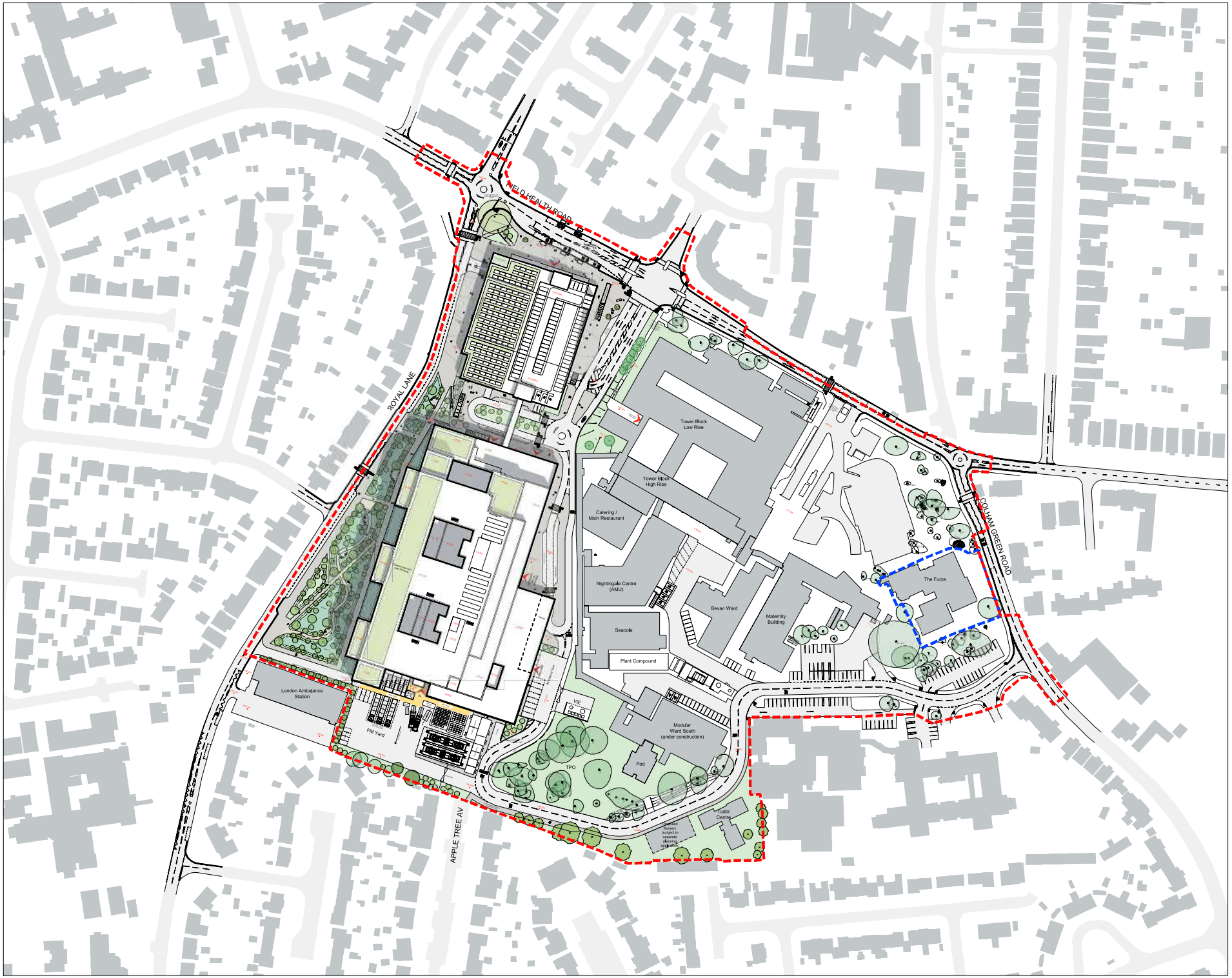

Notes:
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- This drawing is to be read in conjunction with all other relevant drawings
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- Do not modify any element of this drawing.
- Use drawing only for purpose(s) issued.

North Sign / Key Plan

0 10 25 50 m

The following external model files are included within this drawing:

Application Boundary

Other Land in Applicant's Ownership

Rev	Date	Revision Notes	Dn	Rv
P21	11.04.22	Updated application boundary	AB	TB
P20	04.03.22	Detailed and Outline application boundaries updated	AB	TB
P19	31.01.22	Issued for closing of RIBA Stage 2	AB	TB
P18	15.11.21	General updates for PPAS	AB	TB
P17	20.10.21	Updated to revised hospital layout	AB	TB
P16	09.09.21	Updated to revised hospital layout	AB	TB
P15	04.08.21	Road Layout updated, Drawing number updated	AB	TB
P14	16.07.21	FM Yard layout updated, Site levels amended	AB	TB
P13	09.07.21	Updated to revised hospital layout	AB	TB
P12	18.06.21	Generators relocated, Basement FM yard added, Landscape for linear park added, Application boundaries updated	AB	TB
P11	08.06.21	Relocation of incoming substation, Updated hospital roof levels and application boundaries	AB	TB
P10	18.05.21	Updated location of the generator compound as agreed on Generators Options Appraisal Meeting on 13/05/2021	AB	TB
P09	19.04.21	Planning Application Boundaries added, General Updates	AB	TB
P08	15.03.21	Surface Car Park replaced by a Multi-storey Car Park, General Updates, Drawing number updated from previous 126649-IBI-HSC-XX-DR-A-1000-A002	AB	TB
P07	25.02.21	Issued to RIBI	AB	TB
P06	23.02.21	General updates following on disciplines coordination	AB	TB
P05	09.02.21	Updated to revised hospital Layout (SoA v16)	AB	TB
P04	26.01.21	Revised FM / Waste Yard layout	AB	TB
P03	10.12.20	Ordnance Survey grid reference added, Revised MSCP, roads layout and external MEP	AB	TB
P02	04.11.20	Revised MSCP and Bus Hub	AB	TB
P01	16.11.20	First issue	AB	TB

Client / Contractor

NHS

IBI Intelligence Buildings Infrastructure
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Project
Hillingdon Hospital Redevelopment

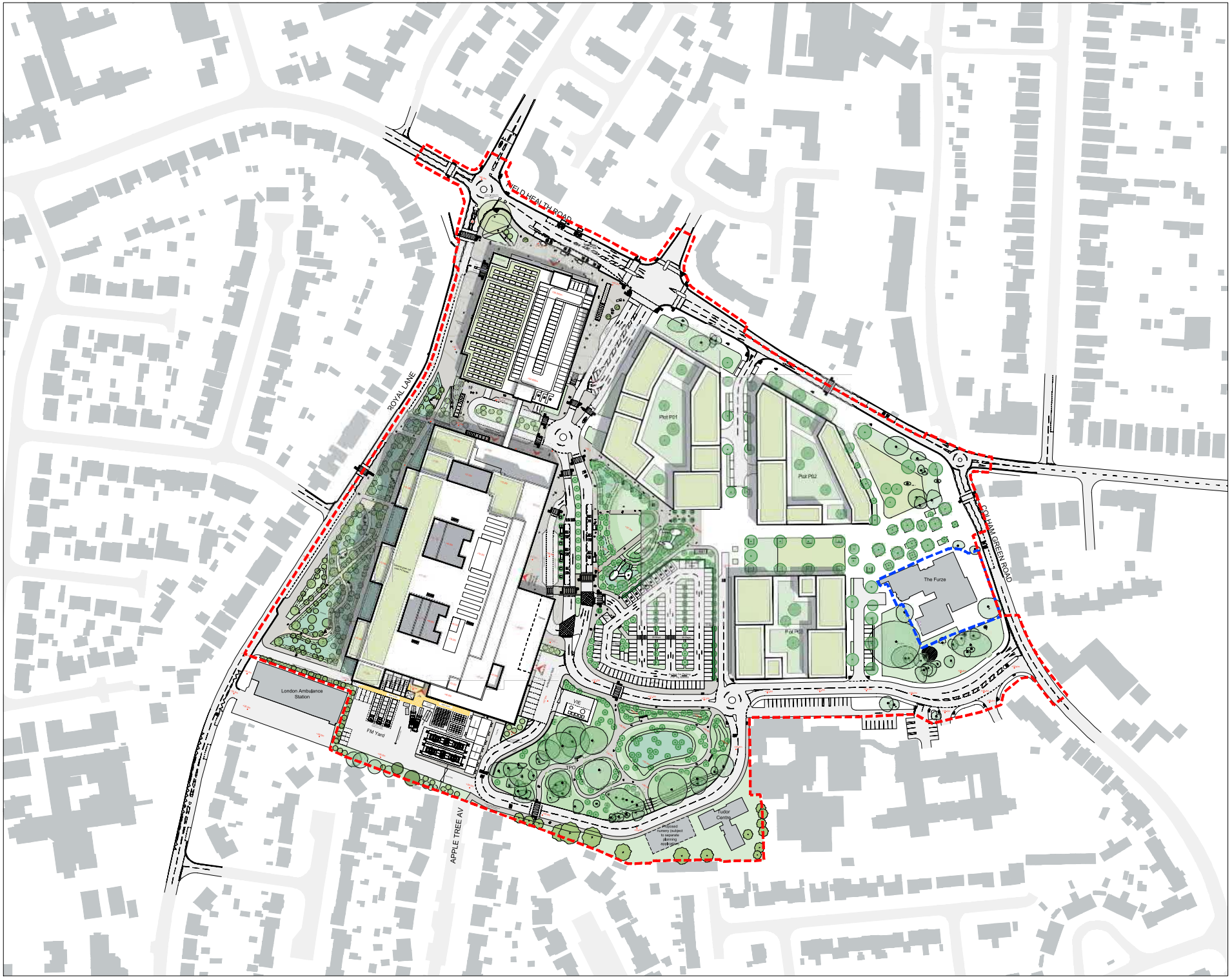
Drawing Title
SITE PLAN AS PROPOSED - WITH EXISTING HOSPITAL PRESENT

Job Number	Drawing Originated Date	PAS 1192 Status Code
126649	13/11/2020	S6
Scale@A1	Purpose	
1:1000	FOR PLANNING	

Drawing Number: THHR_01-IBI-XX-XX-DR-A-100002

Revision: P21

C. Phase 2 Site Layout Plans



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- Do not modify any element of this drawing.
- Use drawing only for purpose(s) issued.

North Sign / Key Plan

0 10 25 50 m

The following external model files are included within this drawing:

Application Boundary

Other Land in Applicant's Ownership

Rev	Date	Revision Notes	Dn	Rv
P08	11.04.22	Updated application boundary	AB	TB
P07	29.03.22	Updated road layout in response to the bus diversion scheme. Updated central green space, woodlands and surface car park	AB	TB
P06	04.03.22	Detailed and Outline application boundaries updated	AB	TB
P05	31.01.22	Issued for closing of RIBA stage 2	AB	TB
P04	12.11.21	General updates for PPA5	AB	TB
P03	13.10.21	Hospital updated following on 1:200 development	AB	TB
P02	13.09.21	Revised to updated design	AB	TB
P01	05.03.21	First issue	AB	TB

Client / Contractor

NHS

IBI Intelligence Buildings Infrastructure
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Project
Hillingdon Hospital Redevelopment

Drawing Title
SITE PLAN AS PROPOSED

Job Number	Drawing Originated Date	PAS 1192 Status Code
126649	05/03/2021	S6
Scale@A1	Purpose	
1:1000	FOR PLANNING	

Drawing Number
THHR_01-IBI-XX-XX-DR-A-100003

Revision
P08

D. Healthy Streets Check for Designers

Key scoring rules >

Phase 1b Segment 1

Healthy Streets Check

		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible
1	Total volume of two way motorised traffic	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	ⓘ		2	965 total vehicles
2	Interaction between large vehicles and people cycling	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. or The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.	ⓘ		2	1%
3	Speed of motorised traffic	85th percentile speed is less than 20mph. or Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. or 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.	ⓘ		2	24.66mph
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	965 vehicles
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).	–	ⓘ		3	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.	–	ⓘ		2	34ug/m3
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	No restrictions for motorised traffic
8	Ease of crossing side roads for people walking	Side roads are closed to motor traffic. or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	ⓘ		2	
9	Controlled crossings to meet pedestrian desire lines	If assessing existing: All main pedestrian desire lines are provided for with controlled crossings. If assessing proposal: A new controlled crossing(s) is proposed or crossing(s) relocated to meet all main desire lines.	Only some of the main pedestrian desire lines are provided for with controlled pedestrian crossings.	No main pedestrian desire lines are provided for with controlled pedestrian crossings.	–	ⓘ		2	
10	Type and suitability of pedestrian crossings away from junctions	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. or A Zebra or parallel crossing is provided. or Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. or Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+speed limit.	–	ⓘ		3	Zebra crossing
11	Additional features to support people using controlled crossings	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). **or** There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	ⓘ		3	Raised zebra crossings

12	Width of clear continuous walking space	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). or There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). **or** There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	There is less than 1.5m clear width for walking.	ⓘ		3	Less than 600 pedestrians
13	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.	–	ⓘ		2	
14	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	No restrictions on turning movements
15	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 bus lane, 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 bus lane, 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 bus lane, general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 3.2m or less.	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.	ⓘ		2	Shared use path
16	Impact of kerbside activity on cycling	There is no kerbside activity. **or** People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading, or they are required to change lane to do so.	ⓘ		2	Some activity due to parking spaces. However staff will park there all day so should be relatively infrequent.

17	Quality of carriageway surface	The carriageway surface is even and smooth, with sufficient skid resistance. **or** There are defects but resurfacing of the whole carriageway is proposed.	There are a few minor defects in the carriageway surface (please see scoring guidance).	There are many minor defects in the carriageway surface (please see scoring guidance).	There are major defects in the carriageway surface (please see scoring guidance).	ⓘ		3	
18	Quality of footway surface	There is an even and level surface for walking on footways. **or** There are defects but resurfacing of the whole footway is proposed.	There are a few minor defects in the footway surface (please see scoring guidance).	There are many minor defects in the footway surface (please see scoring guidance).	There are major defects in the footway surface (please see scoring guidance).	ⓘ		2	
19	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	
20	Provision of cycle parking	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. **or** Cycle parking meets existing demand but is not accessible by all.	–	ⓘ		3	
21	Street trees	If assessing existing: There are multiple trees, with canopies spaced less than 15m apart on average. If assessing proposal: All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. **or** All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	If assessing existing: There are multiple trees, with canopies spaced more than 15m apart on average. If assessing proposal: Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. **or** All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	If assessing existing: There are no trees, or only one tree. If assessing proposal: There are no existing or proposed trees. **or** The number of trees has been reduced.	–	ⓘ		3	
22	Planting at footway-level (excluding trees)	If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). If assessing proposal: Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. If assessing proposal: Existing standalone greenery is to be retained.	If assessing existing: There is no planting, or existing planting is in a poor condition. If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	ⓘ		3	

23	Walking distance between resting points (benches and other informal seating)	There is less than 50m between resting points on both sides of the road.	There is between 50m and 150m between resting points on at least one side of the road.	There is more than 150m between resting points on at least one side of the road.	–	ⓘ		2	
24	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.	–	ⓘ		2	
					Are there any bus services running on this street? (Y/N) If not, do not complete metrics 25-28			**Y**	An answer is required here in order to generate results
25	Factors influencing bus passenger journey time	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	ⓘ		2	No significant delay
26	Bus stop accessibility	Bus stop is wheelchair accessible, with a shelter, 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 no shelter or the cage length is insufficient for the bus service frequency.	Bus stop is not wheelchair accessible, i.e. the kerb height is less than 100mm and/or there is a lack of boarding or alighting space for a wheelchair user.	–	ⓘ		N/A	
27	Bus lane operation	Bus lanes operate 24/7.	Bus lane hours of operation are limited and do not cover all hours of the day / week.	There are no bus lanes.	–	ⓘ		1	No bus lanes
28	Impact of kerbside activity on bus operations	There is no parking or loading that adversely impacts on bus performance.	There is occasional parking or loading activity, but with minimal impact on bus operations.	There is frequent or continuous kerbside activity, regularly impacting on bus performance.	–	ⓘ		2	
					Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31			**N**	An answer is required here in order to generate results
29	Bus stop connectivity with other public transport services	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	ⓘ			
30	Step-free access from the street to the station entrance	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 suitably exceeds existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	ⓘ			
					If 'zero' scores (known road danger issues) remain, please explain why opposite:			**0** **0**	*Insert design response for 'zero' scores here*

Healthy Streets

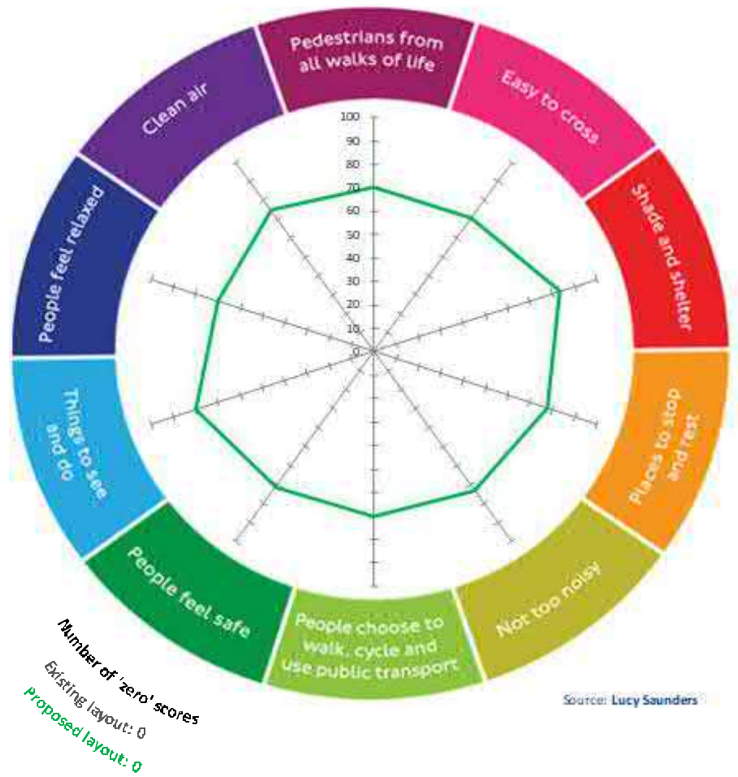
Check Summary Results

Indicators explained >

An overview of how each metric aligns with different Indicators

Interpreting results >

A summary of how to use and improve on your results



Healthy Streets Indicator scores (%)

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

	Existing layout	Proposed layout
Pedestrians from all walks of life	TBC	70
Easy to cross	TBC	70
Shade and shelter	TBC	83
Places to stop and rest	TBC	78
Not too noisy	TBC	73
People choose to walk, cycle and use public transport	TBC	70
People feel safe	TBC	71
Things to see and do	TBC	80
People feel relaxed	TBC	70
Clean air	TBC	75
Overall Healthy Streets Check score	0	72
Number of 'zero' scores	0	0
(Proposed layout score from applicable metrics)		TBC

Key scoring rules >

Phase 1b Segment 2

Healthy Streets Check

		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible
1	Total volume of two way motorised traffic	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	ⓘ		0	1,006 vehicles and no separate cycle lane
2	Interaction between large vehicles and people cycling	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. or The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.	ⓘ		0	7%
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	25.53mph
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	1,006 vehicles

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).	–	ⓘ		2	7%
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	Approx. 50ug/m3
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	No access restrictions
8	Ease of crossing side roads for people walking	Side roads are closed to motor traffic. or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	ⓘ		2	
9	Controlled crossings to meet pedestrian desire lines	If assessing existing: All main pedestrian desire lines are provided for with controlled crossings. If assessing proposal: A new controlled crossing(s) is proposed or crossing(s) relocated to meet all main desire lines.	Only some of the main pedestrian desire lines are provided for with controlled pedestrian crossings.	No main pedestrian desire lines are provided for with controlled pedestrian crossings.	–	ⓘ		2	One controlled crossing

10	Type and suitability of pedestrian crossings away from junctions	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. or A Zebra or parallel crossing is provided. or Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. or Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	–	ⓘ		3	Signalised crossing
11	Additional features to support people using controlled crossings	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). **or** There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	ⓘ		3	Signal controlled
12	Width of clear continuous walking space	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). or There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). **or** There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	There is less than 1.5m clear width for walking.	ⓘ		3	3m footway
13	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	

14	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.	ⓘ		0	No cycle lanes
15	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 bus lane, 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 bus lane, 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 bus lane, general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 3.2m or less.	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.	ⓘ		0	No cycle lanes
16	Impact of kerbside activity on cycling	There is no kerbside activity. **or** People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading, or they are required to change lane to do so.	ⓘ		1	Bus stops along Pield Heath Road
17	Quality of carriageway surface	The carriageway surface is even and smooth, with sufficient skid resistance. **or** There are defects but resurfacing of the whole carriageway is proposed.	There are a few minor defects in the carriageway surface (please see scoring guidance).	There are many minor defects in the carriageway surface (please see scoring guidance).	There are major defects in the carriageway surface (please see scoring guidance).	ⓘ		3	
18	Quality of footway surface	There is an even and level surface for walking on footways. **or** There are defects but resurfacing of the whole footway is proposed.	There are a few minor defects in the footway surface (please see scoring guidance).	There are many minor defects in the footway surface (please see scoring guidance).	There are major defects in the footway surface (please see scoring guidance).	ⓘ		2	Some uneven pavement

19	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	
20	Provision of cycle parking	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. **or** Cycle parking meets existing demand but is not accessible by all.	–	ⓘ		3	
21	Street trees	If assessing existing: There are multiple trees, with canopies spaced less than 15m apart on average. If assessing proposal: All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. **or** All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	If assessing existing: There are multiple trees, with canopies spaced more than 15m apart on average. If assessing proposal: Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. **or** All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	If assessing existing: There are no trees, or only one tree. If assessing proposal: There are no existing or proposed trees. **or** The number of trees has been reduced.	–	ⓘ		1	One tree
22	Planting at footway-level (excluding trees)	If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). If assessing proposal: Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. If assessing proposal: Existing standalone greenery is to be retained.	If assessing existing: There is no planting, or existing planting is in a poor condition. If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	ⓘ		3	
23	Walking distance between resting points (benches and other informal seating)	There is less than 50m between resting points on both sides of the road.	There is between 50m and 150m between resting points on at least one side of the road.	There is more than 150m between resting points on at least one side of the road.	–	ⓘ		3	

24	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.	–	ⓘ		3	
				Are there any bus services running on this street? (Y/N) If not, do not complete metrics 25-28				Y	An answer is required here in order to generate results
25	Factors influencing bus passenger journey time	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	ⓘ		3	Bus lanes
26	Bus stop accessibility	Bus stop is wheelchair accessible, with a shelter, 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 no shelter or the cage length is insufficient for the bus service frequency.	Bus stop is not wheelchair accessible, i.e. the kerb height is less than 100mm and/or there is a lack of boarding or alighting space for a wheelchair user.	–	ⓘ		3	
27	Bus lane operation	Bus lanes operate 24/7.	Bus lane hours of operation are limited and do not cover all hours of the day / week.	There are no bus lanes.	–	ⓘ		3	
28	Impact of kerbside activity on bus operations	There is no parking or loading that adversely impacts on bus performance.	There is occasional parking or loading activity, but with minimal impact on bus operations.	There is frequent or continuous kerbside activity, regularly impacting on bus performance.	–	ⓘ		3	
				Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31				N	An answer is required here in order to generate results
29	Bus stop connectivity with other public transport services	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	ⓘ			
30	Step-free access from the street to the station entrance	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 suitably exceeds 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.	–	ⓘ			

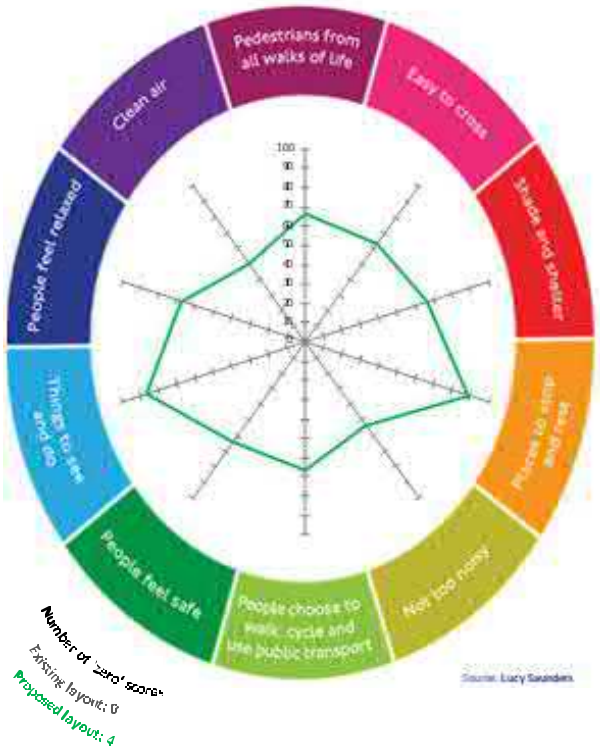
Healthy Streets Check Summary Results

Indicators explained ›

An overview of how each metric aligns with different Indicators

Interpreting results ›

A summary of how to use and improve on your results



If 'zero' scores (known road danger issues) remain, please explain why opposite:	**0**	**4**

Insert design response for 'zero' scores here

Healthy Streets Indicator scores (%)

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

	Existing layout	Proposed layout
Pedestrians from all walks of life	TBC	67
Easy to cross	TBC	63
Shade and shelter	TBC	67
Places to stop and rest	TBC	89
Not too noisy	TBC	53
People choose to walk, cycle and use public transport	TBC	67
People feel safe	TBC	63
Things to see and do	TBC	87
People feel relaxed	TBC	68
Clean air	TBC	50
Overall Healthy Streets Check score	0	67
Number of 'zero' scores	0	4
(Proposed layout score from applicable metrics)		TBC

Key scoring rules >

Phase 1b Segment 3

Healthy Streets Check

		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible
1	Total volume of two way motorised traffic	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	ⓘ		1	1,309 vehicles and separated cycle lane
2	Interaction between large vehicles and people cycling	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. or The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.	ⓘ		0	5%, no cycle lane
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	25.94mph
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	1,309 vehicles

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).	–	ⓘ		2	5%
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	52ug/m3
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	No access restrictions for motorised traffic
8	Ease of crossing side roads for people walking	Side roads are closed to motor traffic. or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	ⓘ		2	
9	Controlled crossings to meet pedestrian desire lines	If assessing existing: All main pedestrian desire lines are provided for with controlled crossings. If assessing proposal: A new controlled crossing(s) is proposed or crossing(s) relocated to meet all main desire lines.	Only some of the main pedestrian desire lines are provided for with controlled pedestrian crossings.	No main pedestrian desire lines are provided for with controlled pedestrian crossings.	–	ⓘ		2	

10	Type and suitability of pedestrian crossings away from junctions	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. or A Zebra or parallel crossing is provided. or Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. or Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	–	ⓘ		3	Zebra crossing
11	Additional features to support people using controlled crossings	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). **or** There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	ⓘ		3	Raised zebra crossing
12	Width of clear continuous walking space	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). or There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). **or** There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	There is less than 1.5m clear width for walking.	ⓘ		3	Less than 600 pedestrians
13	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	No shared use footway

14	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	No restrictions on turning movements by motor vehicles
15	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 bus lane, 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 bus lane, 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 bus lane, general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 3.2m or less.	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.	ⓘ		0	No cycle lane
16	Impact of kerbside activity on cycling	There is no kerbside activity. **or** People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading, or they are required to change lane to do so.	ⓘ		1	One bus stop
17	Quality of carriageway surface	The carriageway surface is even and smooth, with sufficient skid resistance. **or** There are defects but resurfacing of the whole carriageway is proposed.	There are a few minor defects in the carriageway surface (please see scoring guidance).	There are many minor defects in the carriageway surface (please see scoring guidance).	There are major defects in the carriageway surface (please see scoring guidance).	ⓘ		3	
18	Quality of footway surface	There is an even and level surface for walking on footways. **or** There are defects but resurfacing of the whole footway is proposed.	There are a few minor defects in the footway surface (please see scoring guidance).	There are many minor defects in the footway surface (please see scoring guidance).	There are major defects in the footway surface (please see scoring guidance).	ⓘ		2	Some uneven pavement

19	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	
20	Provision of cycle parking	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. **or** Cycle parking meets existing demand but is not accessible by all.	–	ⓘ		2	
21	Street trees	If assessing existing: There are multiple trees, with canopies spaced less than 15m apart on average. If assessing proposal: All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. **or** All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	If assessing existing: There are multiple trees, with canopies spaced more than 15m apart on average. If assessing proposal: Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. **or** All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	If assessing existing: There are no trees, or only one tree. If assessing proposal: There are no existing or proposed trees. **or** The number of trees has been reduced.	–	ⓘ		2	
22	Planting at footway-level (excluding trees)	If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). If assessing proposal: Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. If assessing proposal: Existing standalone greenery is to be retained.	If assessing existing: There is no planting, or existing planting is in a poor condition. If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	ⓘ		2	
23	Walking distance between resting points (benches and other informal seating)	There is less than 50m between resting points on both sides of the road.	There is between 50m and 150m between resting points on at least one side of the road.	There is more than 150m between resting points on at least one side of the road.	–	ⓘ		1	No resting points

24	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	More than 150m between sheltered areas
				Are there any bus services running on this street? (Y/N) If not, do not complete metrics 25-28				Y	An answer is required here in order to generate results
25	Factors influencing bus passenger journey time	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	ⓘ		1	Mixing with congested traffic
26	Bus stop accessibility	Bus stop is wheelchair accessible, with a shelter, 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 no shelter or the cage length is insufficient for the bus service frequency.	Bus stop is not wheelchair accessible, i.e. the kerb height is less than 100mm and/or there is a lack of boarding or alighting space for a wheelchair user.	–	ⓘ		3	
27	Bus lane operation	Bus lanes operate 24/7.	Bus lane hours of operation are limited and do not cover all hours of the day / week.	There are no bus lanes.	–	ⓘ		1	No bus lanes
28	Impact of kerbside activity on bus operations	There is no parking or loading that adversely impacts on bus performance.	There is occasional parking or loading activity, but with minimal impact on bus operations.	There is frequent or continuous kerbside activity, regularly impacting on bus performance.	–	ⓘ		3	
				Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31				N	An answer is required here in order to generate results
29	Bus stop connectivity with other public transport services	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	ⓘ			
30	Step-free access from the street to the station entrance	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 suitably exceeds 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.	–	ⓘ			

Healthy Streets Check Summary Results

Indicators explained ›

An overview of how each metric aligns with different Indicators

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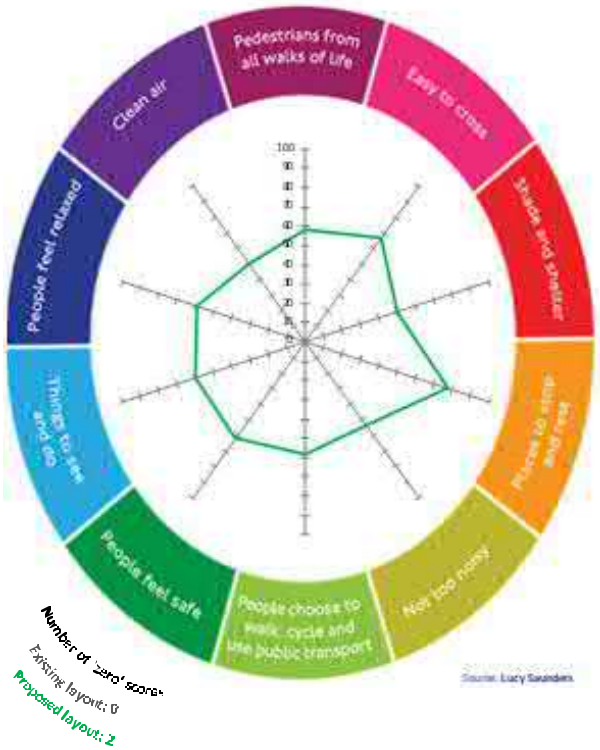
A summary of how to use and improve on your results



If 'zero' scores (known road danger issues) remain, please explain why opposite:	**0**	**2**

Insert design response for 'zero' scores here

Healthy Streets Indicator scores (%)

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

	Existing layout	Proposed layout
Pedestrians from all walks of life	TBC	58
Easy to cross	TBC	67
Shade and shelter	TBC	50
Places to stop and rest	TBC	78
Not too noisy	TBC	53
People choose to walk, cycle and use public transport	TBC	58
People feel safe	TBC	62
Things to see and do	TBC	60
People feel relaxed	TBC	59
Clean air	TBC	50
Overall Healthy Streets Check score	0	60
Number of 'zero' scores	0	2
(Proposed layout score from applicable metrics)		TBC

Key scoring rules >

Phase 1b Segment 4

Healthy Streets Check

		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible
1	Total volume of two way motorised traffic	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	ⓘ		2	703 vehicles
2	Interaction between large vehicles and people cycling	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. or The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.	ⓘ		0	5%, no cycle lane
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	27.92mph
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	703 vehicles
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).	–	ⓘ		2	5%

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	43ug/m3
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	
8	Ease of crossing side roads for people walking	Side roads are closed to motor traffic. or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	ⓘ		1	
9	Controlled crossings to meet pedestrian desire lines	If assessing existing: All main pedestrian desire lines are provided for with controlled crossings. If assessing proposal: A new controlled crossing(s) is proposed or crossing(s) relocated to meet all main desire lines.	Only some of the main pedestrian desire lines are provided for with controlled pedestrian crossings.	No main pedestrian desire lines are provided for with controlled pedestrian crossings.	–	ⓘ		2	
10	Type and suitability of pedestrian crossings away from junctions	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. or A Zebra or parallel crossing is provided. or Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. or Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+speed limit.	–	ⓘ		3	Signalised crossing
11	Additional features to support people using controlled crossings	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). **or** There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	ⓘ		1	No additional features

12	Width of clear continuous walking space	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). or There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). **or** There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	There is less than 1.5m clear width for walking.	ⓘ		2	Footway for pedestrians only - no shared use
13	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	Footway for pedestrians only - no shared use
14	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.	ⓘ		2	Proposed Colham Green entrance widening to a two lane approach for ease of HGV movements
15	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 bus lane, 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 bus lane, 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 bus lane, general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 3.2m or less.	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.	ⓘ		0	No cycle lane
16	Impact of kerbside activity on cycling	There is no kerbside activity. **or** People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading, or they are required to change lane to do so.	ⓘ		2	

17	Quality of carriageway surface	The carriageway surface is even and smooth, with sufficient skid resistance. **or** There are defects but resurfacing of the whole carriageway is proposed.	There are a few minor defects in the carriageway surface (please see scoring guidance).	There are many minor defects in the carriageway surface (please see scoring guidance).	There are major defects in the carriageway surface (please see scoring guidance).	ⓘ		3	
18	Quality of footway surface	There is an even and level surface for walking on footways. **or** There are defects but resurfacing of the whole footway is proposed.	There are a few minor defects in the footway surface (please see scoring guidance).	There are many minor defects in the footway surface (please see scoring guidance).	There are major defects in the footway surface (please see scoring guidance).	ⓘ		2	Some uneven pavement
19	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	
20	Provision of cycle parking	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. **or** Cycle parking meets existing demand but is not accessible by all.	–	ⓘ		2	
21	Street trees	If assessing existing: There are multiple trees, with canopies spaced less than 15m apart on average. If assessing proposal: All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. **or** All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	If assessing existing: There are multiple trees, with canopies spaced more than 15m apart on average. If assessing proposal: Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. **or** All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	If assessing existing: There are no trees, or only one tree. If assessing proposal: There are no existing or proposed trees. **or** The number of trees has been reduced.	–	ⓘ		2	
22	Planting at footway-level (excluding trees)	If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). If assessing proposal: Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. If assessing proposal: Existing standalone greenery is to be retained.	If assessing existing: There is no planting, or existing planting is in a poor condition. If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	ⓘ		2	

23	Walking distance between resting points (benches and other informal seating)	There is less than 50m between resting points on both sides of the road.	There is between 50m and 150m between resting points on at least one side of the road.	There is more than 150m between resting points on at least one side of the road.	–	ⓘ		1	No resting points
24	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	More than 150m between sheltered areas
					Are there any bus services running on this street? (Y/N) If not, do not complete metrics 25-28			Y	An answer is required here in order to generate results
25	Factors influencing bus passenger journey time	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	ⓘ		2	
26	Bus stop accessibility	Bus stop is wheelchair accessible, with a shelter, 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 no shelter or the cage length is insufficient for the bus service frequency.	Bus stop is not wheelchair accessible, i.e. the kerb height is less than 100mm and/or there is a lack of boarding or alighting space for a wheelchair user.	–	ⓘ		3	
27	Bus lane operation	Bus lanes operate 24/7.	Bus lane hours of operation are limited and do not cover all hours of the day / week.	There are no bus lanes.	–	ⓘ		1	No bus lane
28	Impact of kerbside activity on bus operations	There is no parking or loading that adversely impacts on bus performance.	There is occasional parking or loading activity, but with minimal impact on bus operations.	There is frequent or continuous kerbside activity, regularly impacting on bus performance.	–	ⓘ		2	
					Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31			N	An answer is required here in order to generate results
29	Bus stop connectivity with other public transport services	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	ⓘ			
30	Step-free access from the street to the station entrance	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 suitably exceeds existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	ⓘ			
					If 'zero' scores (known road danger issues) remain, please explain why opposite:			0 2	*Insert design response for 'zero' scores here*

Healthy Streets

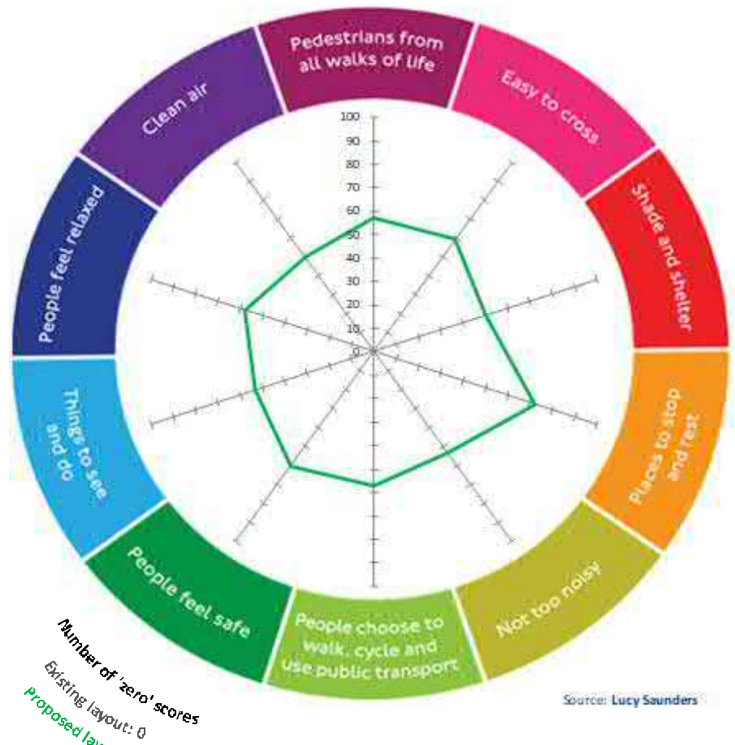
Check Summary Results

Indicators explained ›

An overview of how each metric aligns with different Indicators

Interpreting results ›

A summary of how to use and improve on your results



Healthy Streets Indicator scores (%)

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

	Existing layout	Proposed layout
Pedestrians from all walks of life	TBC	57
Easy to cross	TBC	59
Shade and shelter	TBC	50
Places to stop and rest	TBC	72
Not too noisy	TBC	53
People choose to walk, cycle and use public transport	TBC	57
People feel safe	TBC	60
Things to see and do	TBC	53
People feel relaxed	TBC	58
Clean air	TBC	50
Overall Healthy Streets Check score	0	58
Number of 'zero' scores	0	2
(Proposed layout score from applicable metrics)		TBC

Key scoring rules >

Phase 2 Segment 1

Healthy Streets Check

		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible
1	Total volume of two way motorised traffic	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	ⓘ		2	993 total vehicles
2	Interaction between large vehicles and people cycling	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. or The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.	ⓘ		2	1%
3	Speed of motorised traffic	85th percentile speed is less than 20mph. or Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. or 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.	ⓘ		2	24.66mph
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	993 vehicles
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).	–	ⓘ		3	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.	–	ⓘ		2	34ug/m3
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	No restrictions for motorised traffic
8	Ease of crossing side roads for people walking	Side roads are closed to motor traffic. or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	ⓘ		2	
9	Controlled crossings to meet pedestrian desire lines	If assessing existing: All main pedestrian desire lines are provided for with controlled crossings. If assessing proposal: A new controlled crossing(s) is proposed or crossing(s) relocated to meet all main desire lines.	Only some of the main pedestrian desire lines are provided for with controlled pedestrian crossings.	No main pedestrian desire lines are provided for with controlled pedestrian crossings.	–	ⓘ		2	
10	Type and suitability of pedestrian crossings away from junctions	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. or A Zebra or parallel crossing is provided. or Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. or Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+speed limit.	–	ⓘ		3	993 total vehicles
11	Additional features to support people using controlled crossings	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). **or** There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	ⓘ		3	Raised zebra crossings

12	Width of clear continuous walking space	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). or There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). **or** There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	There is less than 1.5m clear width for walking.	ⓘ		3	Less than 600 pedestrians
13	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.	–	ⓘ		2	6m shared use lane
14	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	No restrictions on turning movements
15	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 bus lane, 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 bus lane, 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 bus lane, general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 3.2m or less.	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.	ⓘ		2	Shared use path
16	Impact of kerbside activity on cycling	There is no kerbside activity. **or** People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading, or they are required to change lane to do so.	ⓘ		2	Some activity due to parking spaces. However staff will park there all day so should be relatively infrequent.

17	Quality of carriageway surface	The carriageway surface is even and smooth, with sufficient skid resistance. **or** There are defects but resurfacing of the whole carriageway is proposed.	There are a few minor defects in the carriageway surface (please see scoring guidance).	There are many minor defects in the carriageway surface (please see scoring guidance).	There are major defects in the carriageway surface (please see scoring guidance).	ⓘ		3	
18	Quality of footway surface	There is an even and level surface for walking on footways. **or** There are defects but resurfacing of the whole footway is proposed.	There are a few minor defects in the footway surface (please see scoring guidance).	There are many minor defects in the footway surface (please see scoring guidance).	There are major defects in the footway surface (please see scoring guidance).	ⓘ		2	
19	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	
20	Provision of cycle parking	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. **or** Cycle parking meets existing demand but is not accessible by all.	–	ⓘ		3	
21	Street trees	If assessing existing: There are multiple trees, with canopies spaced less than 15m apart on average. If assessing proposal: All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. **or** All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	If assessing existing: There are multiple trees, with canopies spaced more than 15m apart on average. If assessing proposal: Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. **or** All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	If assessing existing: There are no trees, or only one tree. If assessing proposal: There are no existing or proposed trees. **or** The number of trees has been reduced.	–	ⓘ		3	
22	Planting at footway-level (excluding trees)	If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). If assessing proposal: Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. If assessing proposal: Existing standalone greenery is to be retained.	If assessing existing: There is no planting, or existing planting is in a poor condition. If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	ⓘ		3	

23	Walking distance between resting points (benches and other informal seating)	There is less than 50m between resting points on both sides of the road.	There is between 50m and 150m between resting points on at least one side of the road.	There is more than 150m between resting points on at least one side of the road.	–	ⓘ		2	
24	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.	–	ⓘ		2	
					Are there any bus services running on this street? (Y/N) If not, do not complete metrics 25-28			**Y**	An answer is required here in order to generate results
25	Factors influencing bus passenger journey time	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	ⓘ		2	No significant delay
26	Bus stop accessibility	Bus stop is wheelchair accessible, with a shelter, 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 no shelter or the cage length is insufficient for the bus service frequency.	Bus stop is not wheelchair accessible, i.e. the kerb height is less than 100mm and/or there is a lack of boarding or alighting space for a wheelchair user.	–	ⓘ		N/A	
27	Bus lane operation	Bus lanes operate 24/7.	Bus lane hours of operation are limited and do not cover all hours of the day / week.	There are no bus lanes.	–	ⓘ		1	No bus lanes
28	Impact of kerbside activity on bus operations	There is no parking or loading that adversely impacts on bus performance.	There is occasional parking or loading activity, but with minimal impact on bus operations.	There is frequent or continuous kerbside activity, regularly impacting on bus performance.	–	ⓘ		2	
					Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31			**N**	An answer is required here in order to generate results
29	Bus stop connectivity with other public transport services	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	ⓘ			
30	Step-free access from the street to the station entrance	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 suitably exceeds existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	ⓘ			
					If 'zero' scores (known road danger issues) remain, please explain why opposite:			**0** **0**	*Insert design response for 'zero' scores here*

Healthy Streets

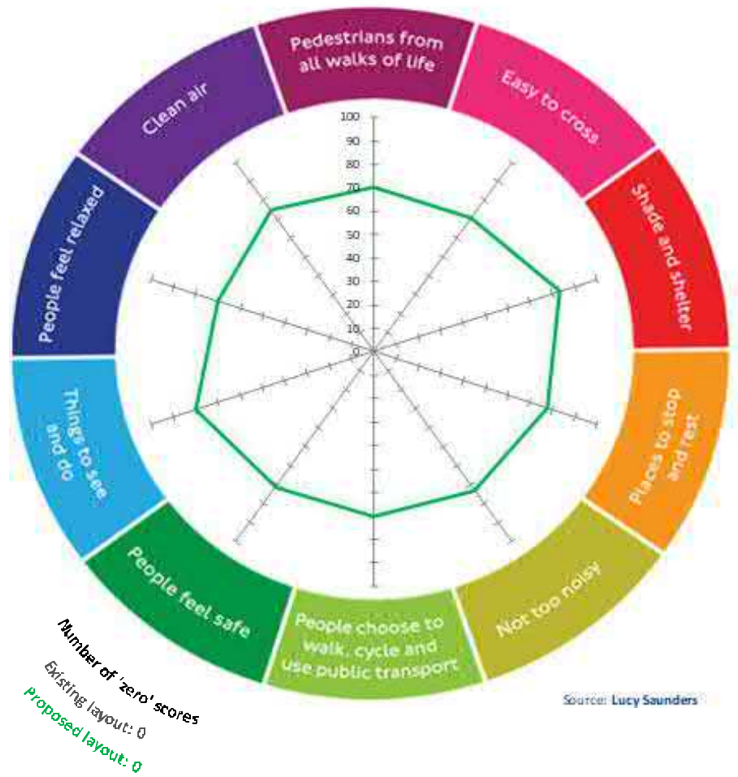
Check Summary Results

Indicators explained >

An overview of how each metric aligns with different Indicators

Interpreting results >

A summary of how to use and improve on your results



Healthy Streets Indicator scores (%)

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

	Existing layout	Proposed layout
Pedestrians from all walks of life	TBC	70
Easy to cross	TBC	70
Shade and shelter	TBC	83
Places to stop and rest	TBC	78
Not too noisy	TBC	73
People choose to walk, cycle and use public transport	TBC	70
People feel safe	TBC	71
Things to see and do	TBC	80
People feel relaxed	TBC	70
Clean air	TBC	75
Overall Healthy Streets Check score	0	72
Number of 'zero' scores	0	0
(Proposed layout score from applicable metrics)		TBC

Key scoring rules >

Phase 2 Segment 2

Healthy Streets Check

		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible
1	Total volume of two way motorised traffic	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	ⓘ		0	1,071 vehicles and no separate cycle lane
2	Interaction between large vehicles and people cycling	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. or The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.	ⓘ		0	7%
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	25.53mph
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	1,071 vehicles
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).	–	ⓘ		2	7%

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	Approx. 50ug/m3
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	No access restrictions
8	Ease of crossing side roads for people walking	Side roads are closed to motor traffic. or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	ⓘ		2	Side roads have crossings
9	Controlled crossings to meet pedestrian desire lines	If assessing existing: All main pedestrian desire lines are provided for with controlled crossings. If assessing proposal: A new controlled crossing(s) is proposed or crossing(s) relocated to meet all main desire lines.	Only some of the main pedestrian desire lines are provided for with controlled pedestrian crossings.	No main pedestrian desire lines are provided for with controlled pedestrian crossings.	–	ⓘ		2	One controlled crossing
10	Type and suitability of pedestrian crossings away from junctions	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. or A Zebra or parallel crossing is provided. or Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. or Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+speed limit.	–	ⓘ		3	1,071 vehicles
11	Additional features to support people using controlled crossings	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). **or** There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	ⓘ		3	Signal controlled

12	Width of clear continuous walking space	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). or There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). **or** There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	There is less than 1.5m clear width for walking.	ⓘ		3	3m footway
13	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	
14	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.	ⓘ		0	No cycle lanes
15	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 bus lane, 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 bus lane, 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 bus lane, general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 3.2m or less.	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.	ⓘ		0	No cycle lanes
16	Impact of kerbside activity on cycling	There is no kerbside activity. **or** People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading, or they are required to change lane to do so.	ⓘ		1	Bus stops along Pield Heath Road

17	Quality of carriageway surface	The carriageway surface is even and smooth, with sufficient skid resistance. **or** There are defects but resurfacing of the whole carriageway is proposed.	There are a few minor defects in the carriageway surface (please see scoring guidance).	There are many minor defects in the carriageway surface (please see scoring guidance).	There are major defects in the carriageway surface (please see scoring guidance).	ⓘ		3	
18	Quality of footway surface	There is an even and level surface for walking on footways. **or** There are defects but resurfacing of the whole footway is proposed.	There are a few minor defects in the footway surface (please see scoring guidance).	There are many minor defects in the footway surface (please see scoring guidance).	There are major defects in the footway surface (please see scoring guidance).	ⓘ		2	Some uneven pavement
19	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	
20	Provision of cycle parking	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. **or** Cycle parking meets existing demand but is not accessible by all.	–	ⓘ		3	
21	Street trees	If assessing existing: There are multiple trees, with canopies spaced less than 15m apart on average. If assessing proposal: All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. **or** All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	If assessing existing: There are multiple trees, with canopies spaced more than 15m apart on average. If assessing proposal: Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. **or** All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	If assessing existing: There are no trees, or only one tree. If assessing proposal: There are no existing or proposed trees. **or** The number of trees has been reduced.	–	ⓘ		1	One tree
22	Planting at footway-level (excluding trees)	If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). If assessing proposal: Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. If assessing proposal: Existing standalone greenery is to be retained.	If assessing existing: There is no planting, or existing planting is in a poor condition. If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	ⓘ		3	

23	Walking distance between resting points (benches and other informal seating)	There is less than 50m between resting points on both sides of the road.	There is between 50m and 150m between resting points on at least one side of the road.	There is more than 150m between resting points on at least one side of the road.	–	ⓘ		3	
24	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.	–	ⓘ		3	
					Are there any bus services running on this street? (Y/N) If not, do not complete metrics 25-28			Y	An answer is required here in order to generate results
25	Factors influencing bus passenger journey time	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	ⓘ		3	Bus lanes
26	Bus stop accessibility	Bus stop is wheelchair accessible, with a shelter, 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 no shelter or the cage length is insufficient for the bus service frequency.	Bus stop is not wheelchair accessible, i.e. the kerb height is less than 100mm and/or there is a lack of boarding or alighting space for a wheelchair user.	–	ⓘ		3	
27	Bus lane operation	Bus lanes operate 24/7.	Bus lane hours of operation are limited and do not cover all hours of the day / week.	There are no bus lanes.	–	ⓘ		3	Bus lanes
28	Impact of kerbside activity on bus operations	There is no parking or loading that adversely impacts on bus performance.	There is occasional parking or loading activity, but with minimal impact on bus operations.	There is frequent or continuous kerbside activity, regularly impacting on bus performance.	–	ⓘ		3	No parking or loading
					Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31			N	An answer is required here in order to generate results
29	Bus stop connectivity with other public transport services	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	ⓘ			
30	Step-free access from the street to the station entrance	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 suitably exceeds existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	ⓘ			
					If 'zero' scores (known road danger issues) remain, please explain why opposite:			**0** **4**	*Insert design response for 'zero' scores here*

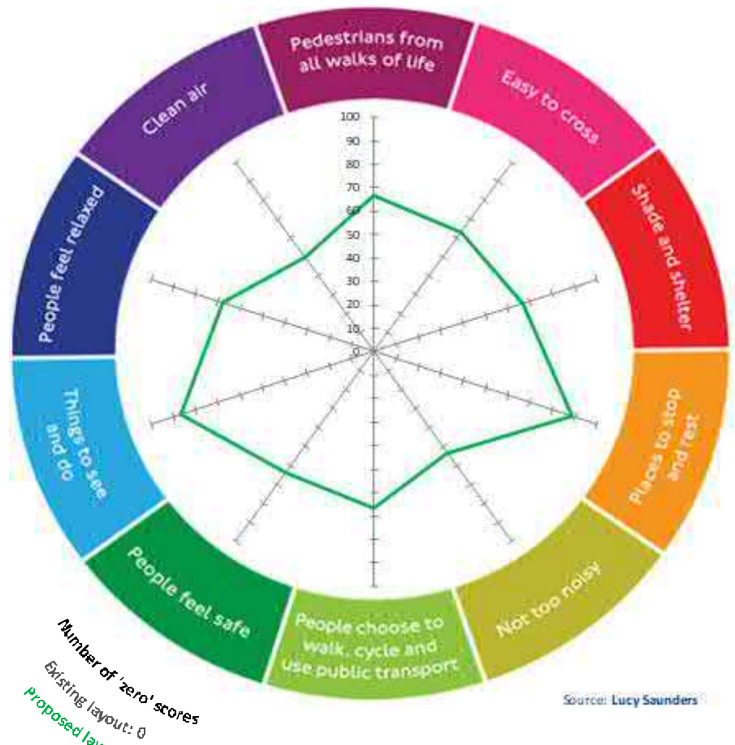
Check Summary Results

Indicators explained >

An overview of how each metric aligns with different Indicators

Interpreting results >

A summary of how to use and improve on your results



Healthy Streets Indicator scores (%)

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

	Existing layout	Proposed layout
Pedestrians from all walks of life	TBC	67
Easy to cross	TBC	63
Shade and shelter	TBC	67
Places to stop and rest	TBC	89
Not too noisy	TBC	53
People choose to walk, cycle and use public transport	TBC	67
People feel safe	TBC	63
Things to see and do	TBC	87
People feel relaxed	TBC	68
Clean air	TBC	50
Overall Healthy Streets Check score	0	67
Number of 'zero' scores	0	4
(Proposed layout score from applicable metrics)		TBC

Key scoring rules >

Phase 2 Segment 3

Healthy Streets Check

		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible
1	Total volume of two way motorised traffic	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	ⓘ		1	1,325 vehicles and separated shared use lane
2	Interaction between large vehicles and people cycling	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. or The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.	ⓘ		2	1%, shared use cycle lane
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	25.94mph
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	1,325 vehicles
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).	–	ⓘ		3	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	52ug/m3
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	No access restrictions for motorised traffic
8	Ease of crossing side roads for people walking	Side roads are closed to motor traffic. or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	ⓘ		2	
9	Controlled crossings to meet pedestrian desire lines	If assessing existing: All main pedestrian desire lines are provided for with controlled crossings. If assessing proposal: A new controlled crossing(s) is proposed or crossing(s) relocated to meet all main desire lines.	Only some of the main pedestrian desire lines are provided for with controlled pedestrian crossings.	No main pedestrian desire lines are provided for with controlled pedestrian crossings.	–	ⓘ		2	
10	Type and suitability of pedestrian crossings away from junctions	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. or A Zebra or parallel crossing is provided. or Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. or Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+speed limit.	–	ⓘ		1	1,325 vehicles
11	Additional features to support people using controlled crossings	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). **or** There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	ⓘ		3	Raised zebra crossing

12	Width of clear continuous walking space	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). or There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). **or** There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	There is less than 1.5m clear width for walking.	ⓘ		3	Less than 600 pedestrians
13	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.	–	ⓘ		2	Shared use footway
14	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	No restrictions on turning movements by motor vehicles
15	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 bus lane, 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 bus lane, 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 bus lane, general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 3.2m or less.	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	6m Shared use cycle lane
16	Impact of kerbside activity on cycling	There is no kerbside activity. **or** People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading, or they are required to change lane to do so.	ⓘ		3	No bus stops or parking/loading

17	Quality of carriageway surface	The carriageway surface is even and smooth, with sufficient skid resistance. **or** There are defects but resurfacing of the whole carriageway is proposed.	There are a few minor defects in the carriageway surface (please see scoring guidance).	There are many minor defects in the carriageway surface (please see scoring guidance).	There are major defects in the carriageway surface (please see scoring guidance).	ⓘ		3	
18	Quality of footway surface	There is an even and level surface for walking on footways. **or** There are defects but resurfacing of the whole footway is proposed.	There are a few minor defects in the footway surface (please see scoring guidance).	There are many minor defects in the footway surface (please see scoring guidance).	There are major defects in the footway surface (please see scoring guidance).	ⓘ		2	Some uneven pavement
19	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	
20	Provision of cycle parking	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. **or** Cycle parking meets existing demand but is not accessible by all.	–	ⓘ		2	
21	Street trees	If assessing existing: There are multiple trees, with canopies spaced less than 15m apart on average. If assessing proposal: All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. **or** All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	If assessing existing: There are multiple trees, with canopies spaced more than 15m apart on average. If assessing proposal: Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. **or** All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	If assessing existing: There are no trees, or only one tree. If assessing proposal: There are no existing or proposed trees. **or** The number of trees has been reduced.	–	ⓘ		2	
22	Planting at footway-level (excluding trees)	If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). If assessing proposal: Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. If assessing proposal: Existing standalone greenery is to be retained.	If assessing existing: There is no planting, or existing planting is in a poor condition. If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	ⓘ		2	

23	Walking distance between resting points (benches and other informal seating)	There is less than 50m between resting points on both sides of the road.	There is between 50m and 150m between resting points on at least one side of the road.	There is more than 150m between resting points on at least one side of the road.	–	ⓘ		1	No resting points
24	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	More than 150m between sheltered areas
				Are there any bus services running on this street? (Y/N) If not, do not complete metrics 25-28				**Y**	An answer is required here in order to generate results
25	Factors influencing bus passenger journey time	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	ⓘ		1	Mixing with congested traffic
26	Bus stop accessibility	Bus stop is wheelchair accessible, with a shelter, 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 no shelter or the cage length is insufficient for the bus service frequency.	Bus stop is not wheelchair accessible, i.e. the kerb height is less than 100mm and/or there is a lack of boarding or alighting space for a wheelchair user.	–	ⓘ		3	
27	Bus lane operation	Bus lanes operate 24/7.	Bus lane hours of operation are limited and do not cover all hours of the day / week.	There are no bus lanes.	–	ⓘ		1	No bus lanes
28	Impact of kerbside activity on bus operations	There is no parking or loading that adversely impacts on bus performance.	There is occasional parking or loading activity, but with minimal impact on bus operations.	There is frequent or continuous kerbside activity, regularly impacting on bus performance.	–	ⓘ		3	No parking/loading bays
				Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31				**N**	An answer is required here in order to generate results
29	Bus stop connectivity with other public transport services	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	ⓘ			
30	Step-free access from the street to the station entrance	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 suitably exceeds existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	ⓘ			
					If 'zero' scores (known road danger issues) remain, please explain why opposite:			**0** **0**	*Insert design response for 'zero' scores here*

Healthy Streets

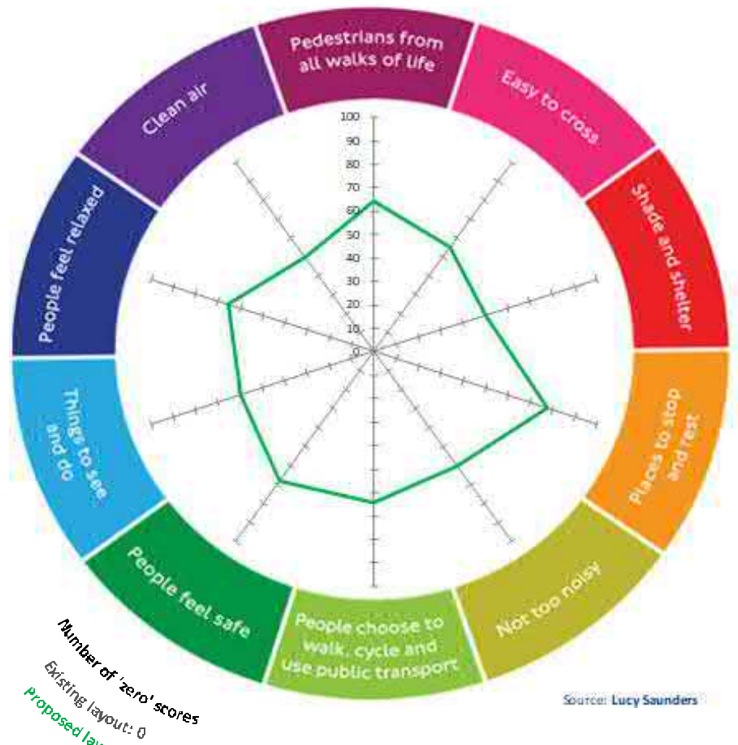
Check Summary Results

Indicators explained >

An overview of how each metric aligns with different Indicators

Interpreting results >

A summary of how to use and improve on your results



Healthy Streets Indicator scores (%)

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

	Existing layout	Proposed layout
Pedestrians from all walks of life	TBC	64
Easy to cross	TBC	56
Shade and shelter	TBC	50
Places to stop and rest	TBC	78
Not too noisy	TBC	60
People choose to walk, cycle and use public transport	TBC	64
People feel safe	TBC	68
Things to see and do	TBC	60
People feel relaxed	TBC	65
Clean air	TBC	50
Overall Healthy Streets Check score	0	64
Number of 'zero' scores	0	0
(Proposed layout score from applicable metrics)		TBC

Key scoring rules >

Phase 2 Segment 4

Healthy Streets Check

		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible
1	Total volume of two way motorised traffic	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.	ⓘ		2	757 vehicles
2	Interaction between large vehicles and people cycling	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. or The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.	ⓘ		1	5%, shared usecycle lane
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	27.92mph
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	757 vehicles
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).	–	ⓘ		2	5%

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	43ug/m3
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	
8	Ease of crossing side roads for people walking	Side roads are closed to motor traffic. or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.	ⓘ		1	
9	Controlled crossings to meet pedestrian desire lines	If assessing existing: All main pedestrian desire lines are provided for with controlled crossings. If assessing proposal: A new controlled crossing(s) is proposed or crossing(s) relocated to meet all main desire lines.	Only some of the main pedestrian desire lines are provided for with controlled pedestrian crossings.	No main pedestrian desire lines are provided for with controlled pedestrian crossings.	–	ⓘ		2	
10	Type and suitability of pedestrian crossings away from junctions	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. or A Zebra or parallel crossing is provided. or Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. or Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+speed limit.	–	ⓘ		2	757 vehicles
11	Additional features to support people using controlled crossings	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). **or** There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	ⓘ		1	No additional features

12	Width of clear continuous walking space	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). or There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). or There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). **or** There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	There is less than 1.5m clear width for walking.	ⓘ		1	3m shared use lane
13	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.	–	ⓘ		1	3m shared use lane
14	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.	ⓘ		2	Proposed Colham Green entrance widening to a two lane approach for ease of HGV movements
15	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 bus lane, 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 bus lane, 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 bus lane, general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 3.2m or less.	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.	ⓘ		2	3m shared use lane
16	Impact of kerbside activity on cycling	There is no kerbside activity. **or** People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading, or they are required to change lane to do so.	ⓘ		2	Some parking bays on Colham Green Road

17	Quality of carriageway surface	The carriageway surface is even and smooth, with sufficient skid resistance. **or** There are defects but resurfacing of the whole carriageway is proposed.	There are a few minor defects in the carriageway surface (please see scoring guidance).	There are many minor defects in the carriageway surface (please see scoring guidance).	There are major defects in the carriageway surface (please see scoring guidance).	ⓘ		3	
18	Quality of footway surface	There is an even and level surface for walking on footways. **or** There are defects but resurfacing of the whole footway is proposed.	There are a few minor defects in the footway surface (please see scoring guidance).	There are many minor defects in the footway surface (please see scoring guidance).	There are major defects in the footway surface (please see scoring guidance).	ⓘ		2	Some uneven pavement
19	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	
20	Provision of cycle parking	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. **or** Cycle parking meets existing demand but is not accessible by all.	–	ⓘ		2	
21	Street trees	If assessing existing: There are multiple trees, with canopies spaced less than 15m apart on average. If assessing proposal: All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. **or** All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	If assessing existing: There are multiple trees, with canopies spaced more than 15m apart on average. If assessing proposal: Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. **or** All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	If assessing existing: There are no trees, or only one tree. If assessing proposal: There are no existing or proposed trees. **or** The number of trees has been reduced.	–	ⓘ		2	
22	Planting at footway-level (excluding trees)	If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). If assessing proposal: Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. If assessing proposal: Existing standalone greenery is to be retained.	If assessing existing: There is no planting, or existing planting is in a poor condition. If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	ⓘ		2	

23	Walking distance between resting points (benches and other informal seating)	There is less than 50m between resting points on both sides of the road.	There is between 50m and 150m between resting points on at least one side of the road.	There is more than 150m between resting points on at least one side of the road.	–	ⓘ		1	No resting points
24	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	More than 150m between sheltered areas
				Are there any bus services running on this street? (Y/N) If not, do not complete metrics 25-28				Y	An answer is required here in order to generate results
25	Factors influencing bus passenger journey time	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	ⓘ		2	One bus stop
26	Bus stop accessibility	Bus stop is wheelchair accessible, with a shelter, 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 no shelter or the cage length is insufficient for the bus service frequency.	Bus stop is not wheelchair accessible, i.e. the kerb height is less than 100mm and/or there is a lack of boarding or alighting space for a wheelchair user.	–	ⓘ		3	
27	Bus lane operation	Bus lanes operate 24/7.	Bus lane hours of operation are limited and do not cover all hours of the day / week.	There are no bus lanes.	–	ⓘ		1	No bus lane
28	Impact of kerbside activity on bus operations	There is no parking or loading that adversely impacts on bus performance.	There is occasional parking or loading activity, but with minimal impact on bus operations.	There is frequent or continuous kerbside activity, regularly impacting on bus performance.	–	ⓘ		2	Some parking bays on Colham Green Road
				Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31				N	An answer is required here in order to generate results
29	Bus stop connectivity with other public transport services	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	ⓘ			
30	Step-free access from the street to the station entrance	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 suitably exceeds existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	ⓘ			
					If 'zero' scores (known road danger issues) remain, please explain why opposite:			0	0	*Insert design response for 'zero' scores here*

Healthy Streets

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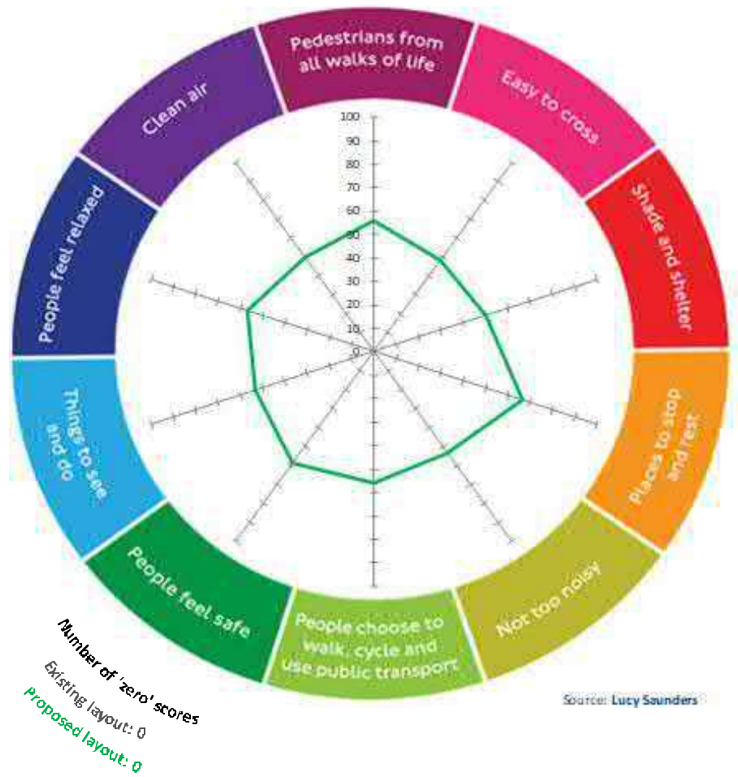


Healthy Streets Indicator scores (%)

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

	Existing layout	Proposed layout
Pedestrians from all walks of life	TBC	56
Easy to cross	TBC	48
Shade and shelter	TBC	50
Places to stop and rest	TBC	67
Not too noisy	TBC	53
People choose to walk, cycle and use public transport	TBC	56
People feel safe	TBC	59
Things to see and do	TBC	53
People feel relaxed	TBC	57
Clean air	TBC	50
Overall Healthy Streets Check score	0	56
Number of 'zero' scores	0	0
(Proposed layout score from applicable metrics)		TBC

E. Active Travel Zone Assessment

MOTT MACDONALD

Technical Note

Project:	**The Hillingdon Hospital Redevelopment**		
Prepared by:	Marina Rochette	**Date:**	April 2022
Approved by:	Mark Staniland	**Checked by:**	James Wright
Subject:	Active Travel Zone Assessment		

1 Introduction

The Mayor's Transport Strategy core vision is to encourage more trips in London to be made by walking, cycling or public transport, and hence to facilitate a reduction in traffic. This will lead to healthier streets, with improvements in public health, air quality and road safety, a reduction in congestion and improved accessibility. Overall, this will help London's growth in population, homes, and jobs.

The Third Local Implementation Plan (LIP3), published in November 2021 and prepared by Hillingdon Borough Council sets out how the Mayor's Transport Strategy will be delivered on a local level and includes the Borough Transport Objectives which have been listed alongside corresponding Mayor's Transport Strategy outcomes in Table 1.1:

Table 1.1: Corresponding Objectives

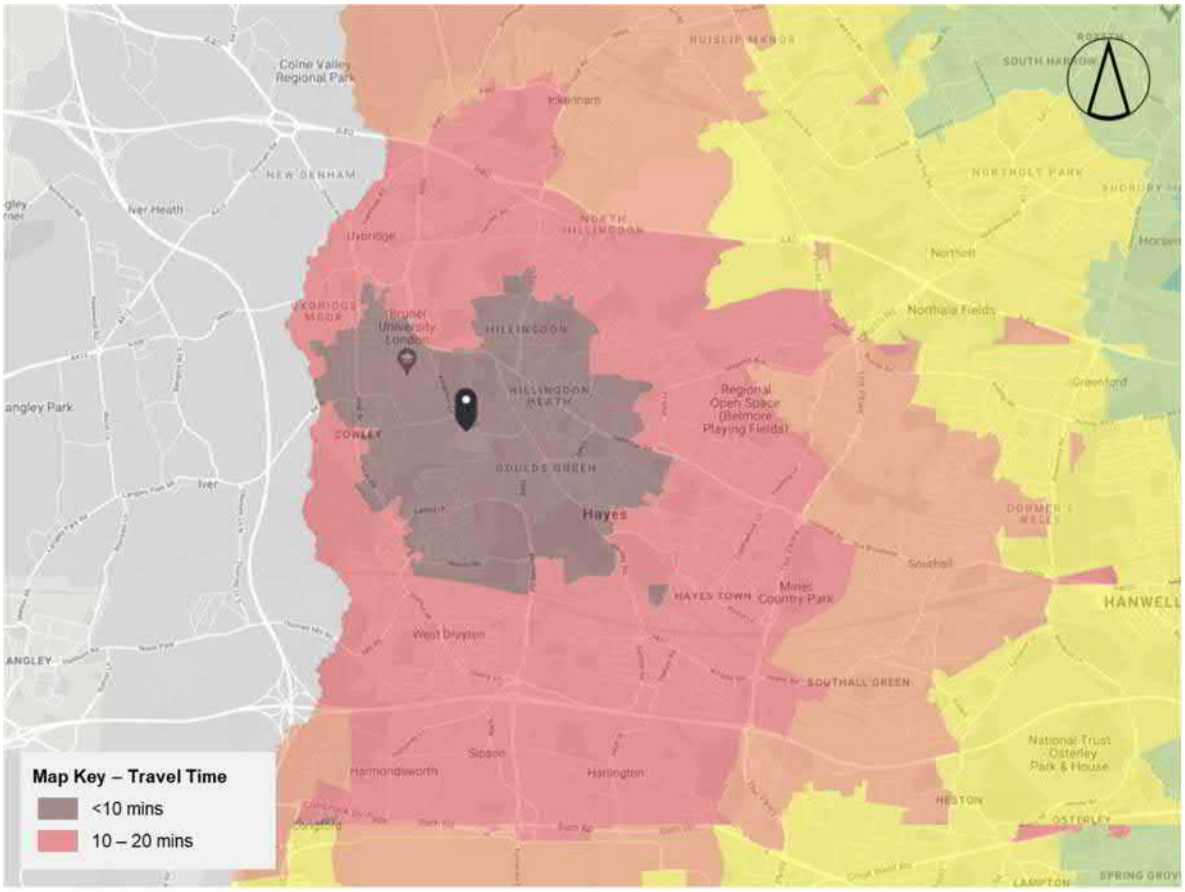
Mayor's Transport Strategy Outcomes	Hillingdon Objectives
Outcome 1: London's streets will be healthy, and more Londoners will travel actively	Hillingdon's streets will be characterised by the 10 healthy streets indicators.
Outcome 2: London's streets will be safe and secure	Real and perceived threats to safety will be identified and addressed.
Outcome 3: London's streets will be used more efficiently and have less traffic on them	Through design, planning and management, Hillingdon's streets will be used most efficiently and have less traffic on them.
Outcome 4: London's streets will be clean and green	Town centres will be vibrant, clean, and accessible, residential areas will be safe, quiet, and relaxing, business streets will be connected.
Outcome 5: The public transport network will meet the needs of a growing London	The public transport network will respond to and shape the built-up area it serves.
Outcome 6: Public transport will be safe, affordable, and accessible to all	Public transport in Hillingdon will be inclusive and satisfy the travel needs of residents, visitors, and businesses.
Outcome 7: Journeys by public transport will be pleasant, fast, and reliable	The development and management of Hillingdon's streets will support frequent and reliable public transport services.
Outcome 8: Active, efficient, and sustainable travel will be the best option in new developments	Through land use/transport planning the travel choices available will include all those that are active, efficient, and sustainable.
Outcome 9: Transport investment will unlock the delivery of new homes and jobs'	Transport investment will connect and facilitate the release of sites for new homes and jobs.

The Active Travel Zone (ATZ) assessment is a qualitative analysis of the walking and cycling network surrounding the site. The methodology has been developed by TfL to support Healthy Streets and Vision Zero. The ATZ assessment considers improvements that can be made to the surrounding key routes, that will contribute to enabling and promoting sustainable travel.

2 ATZ Scope

The ATZ process that has been followed is detailed in TfL's ATZ Assessment Instructions. Figure 2.1 shows a 20-minute cycle catchment surrounding the hospital, taken from TfL's WebCAT tool.

Figure 2.1: WebCAT 20-Minute Cycle Journey Time



Source: TfL WebCAT

As indicated by the 20-minute cycle catchment in Figure 2.1, the area examined under the ATZ assessment focuses on key routes and key trip attractors, which includes:

- Brunel University London
- Uxbridge Town Centre
- Uxbridge Underground
- Uxbridge Bus Station
- West Drayton Station
- Hayes and Harlington Station
- Nearby schools
- Nearby facilities and amenities

The isochrone for walking is not set within the ATZ but is recommended for 10-minutes. The WebCAT tool does not include walking as a mode, with Bus, Cycle or Step Free. The walking isochrone will be inclusive within the 20-minute cycle isochrone.

3 ATZ

3.1 Initial ATZ Assessment

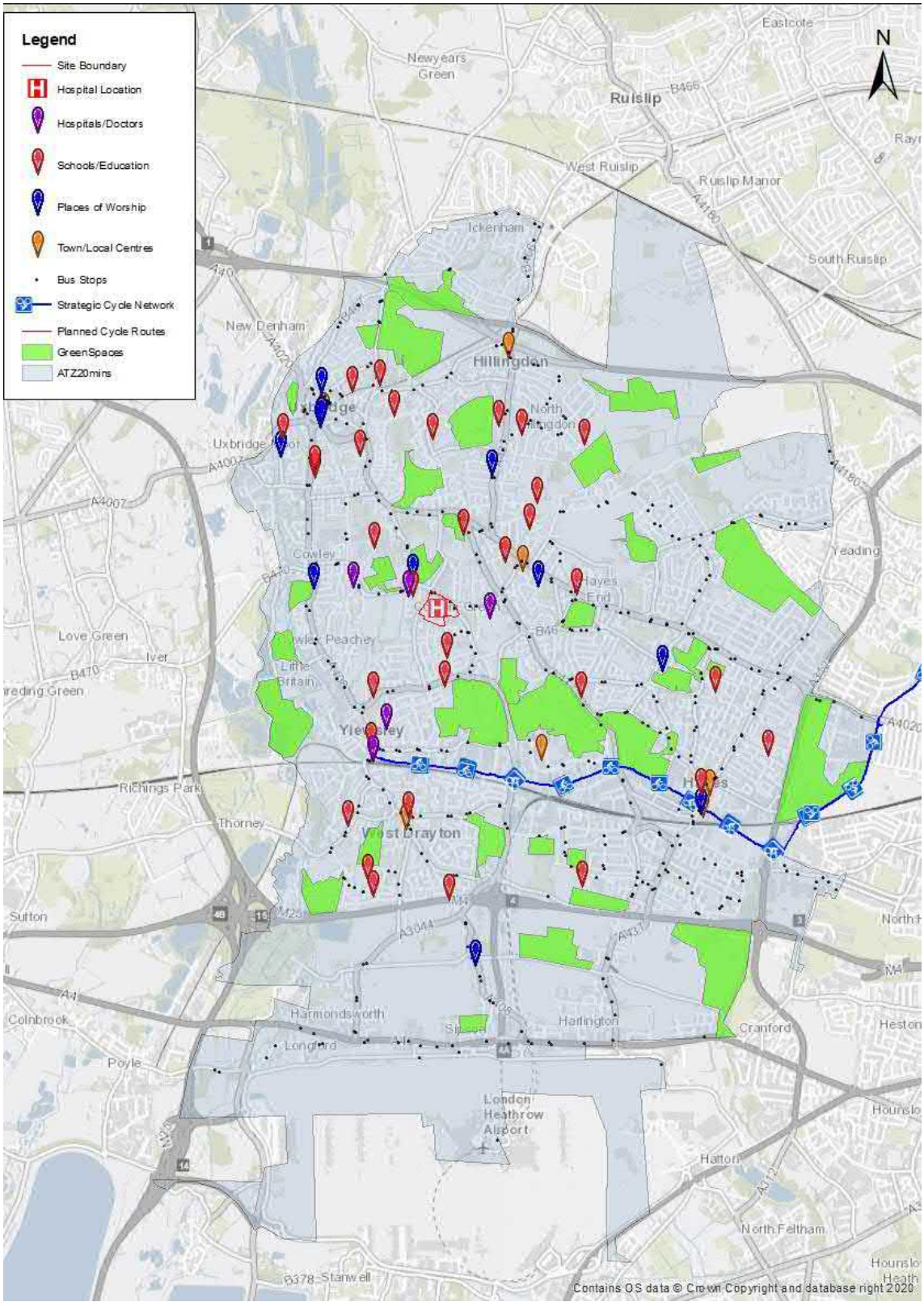
The ATZ covers the area around the site within a 20-minute cycle. The extents of the 20-minute cycle catchment are shown in Figure 2.1. Key destinations/trip attractors in the ATZ are listed in Table 3.1 and shown in Figure 3.1. These are not exhaustive of the locations mapped.

Table 3.1: ATZ Destination Attractors

Type	Facility	Distance (direction)	Location	Importance
Public Transport Stops	Pield Heath Road Bus Stops	140m (north)	Pield Heath Road	High – An anticipated large sustainable mode share is expected from the new development. Therefore, bus stops would be key destination and are classified with high priority.
	Colham Green Road Bus Stops	240m (east)	Colham Green Road	
Public Transport Stations	Uxbridge Underground Station	2.5km (north-west)	High Street, Uxbridge	Medium – Due to the distance from the development, rail is a smaller mode share and would not be a key trip attractor.
	West Drayton Railway Station	1.8km (south)	Station Approach, West Drayton	
	Hayes and Harlington Station	4.32km (south west)	Station Road, Hayes	
Cycle Network	Celandine Route	560m (west)	Pield Heath Road, Hillingdon	High – Development is north of the strategic cycle network and has proposed cycle routes. The cycle connectivity makes it a high priority.
	Paddington to West Drayton (via Grand Union Canal)	2.4km (south)	Stockley Road, Hillingdon	
Town Centres (and Amenities)	Convenience Store	250m (east)	Pield Heath Road	High/Medium – As Hillingdon Hospital development is located outside of the Central Activities Zone (CAZ)
	Uxbridge Town Centre	2.5km (north-west)	Uxbridge	
	Uxbridge Road (Hillingdon Amenities)	1.1km (north-east)	Uxbridge Road, Hillingdon	
	Cowley Retail Park	1.4km (south-west)	Cowley Retail Park, Cowley	
	West Drayton Town Centre	3.6km (south)	Station Road/Porters Way	
Parks	Colham Green Recreation Ground	390m (east)	Colham Green Road, Hillingdon	Medium/Low – All users of the site, staff, visitors, residents would be likely to visit local green space during break periods. For this, they have been categorised as medium priority. Due to the vicinity of the hospital, some will be categorised as low priority and excluded from ATZ.
	Philpot's Farm Meadows	460m (west)	Bradshawe Waye, Hillingdon	
	Uxbridge Grove Nature Reserve	460m (north)	Royal Lane, Hillingdon	
	Abbott's Close Playground	850m (west)	St Peter's Road, Hillingdon	
	Yiewsley Recreation Ground	2.08km (south west)	Otterfield Road	
	Stockley Country Park	1.44km (south)	Stockley Road, Hayes	
	Hale Field Park	2.08km (south east)	Uxbridge	
	Coney Green	1.12km (north)	Royal Lane, Hillingdon	
Schools/colleges/universities	Colham Manor Primary School	0.8km (south)	Violet Avenue, Uxbridge	Medium – The redevelopment of

Type	Facility	Distance (direction)	Location	Importance
	Park Academy West London	1.44km (south)	Park View Road, Uxbridge	the opportunity site is not expected to bring in large volumes of school demographic. For this, there is anticipated to be limited school travel within the ATZ.
	Rabbsfarm Primary School	2.08km (south west)	Gordon Road, Yiewsley	
	Young People's Academy	1.76km (south west)	Falling Lane, West Drayton	
	Pield Heath House Roman Catholic School	0.48km (north west)	Pield Heath Road, Uxbridge	
	Bishopshalt School	0.96km (north)	Royal Lane, Uxbridge	
	Hillingdon Manor School	1.76km (south east)	Harlington Road, Uxbridge	
	Cowley St Laurence Primary School	1.6km (west)	Worcester Road, Uxbridge	
	Uxbridge High School	1.76km (north)	The Greenway, Uxbridge	
	Brunel University London	1km (north)	Kingston Lane, Uxbridge	
Hospitals/doctors	West London Medical Centre	0.64km (east)	Pield Heath Road, Uxbridge	Low – Staff/Patients/Visitors are not expected to visit another medical centre when on site. Redevelopment of opportunity site may cause ATZ medical centre trips occasionally. The movement will primarily be within the development site.
	Otterfield Medical Centre	2.08km (south west)	Otterfield Road, West Drayton	
	Yiewsley Family Practice	2.88km (south west)	High Street, West Drayton	
	Church Road Surgery	1.28km (North west)	Church Road, Uxbridge	
	Brunel Medical Centre	1.6km (north west)	Brunel University, Uxbridge	
Places of worship	Baitul Amn Mosque	0.64km (south)	Royal Lane, Uxbridge	Medium – Staff, Visitors and residents are anticipated to make trips to places of worship within the ATZ.
	Hillingdon Pentecostal Church	0.64km (north)	Kingston Lane, Uxbridge	
	St Laurence Cowley Church	1.12km (west)	Church Road, Uxbridge	

Figure 3.1: ATZ Destination Attractors



Source: Mott MacDonald

As shown in Figure 3.1, the facilities have been ranked in priority as ‘low’ and ‘high’. This is based on judgement of the importance of each destination, along with its proximity and any number of competing facilities reducing the likelihood of trips to/from each.

The priority of the sustainable mode’s destination is based on the prevalent user group of the proposed development occupiers. The key trip land use associated with the proposed development therefore is the hospital, particularly focusing on staff who have the best ability to shift travel choices. Furthermore, the proposals also comprise residential development which will generate some demand for active travel in the local area.

When determining the relevance of key destinations, those linked to the hospital (staff) and residential uses have been prioritised as follows:

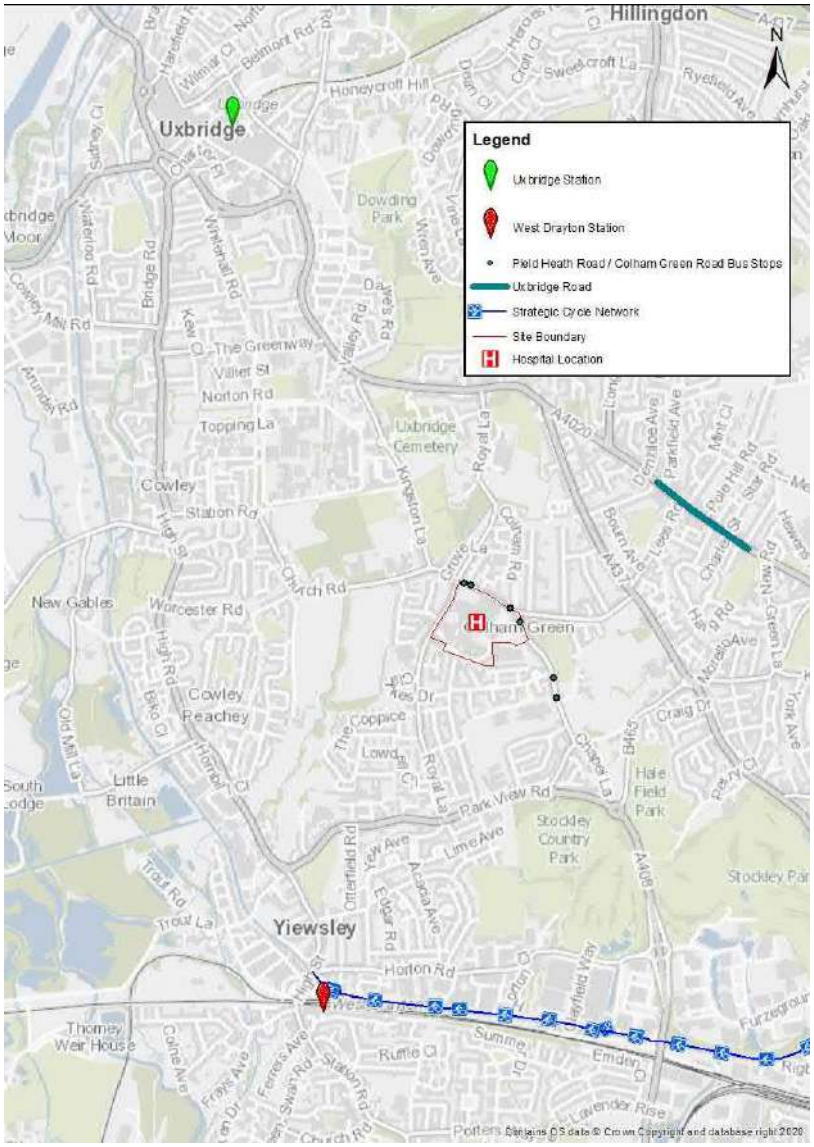
- Public transport services – high priority
- Cycle network – high priority
- Town centres – high priority
- Amenities – high priority

The key destinations have been prioritised, as shown below in Table 3.2 and Figure 3.2, based on the expected main users of the site and their most common journeys.

Table 3.2: Prioritising the most important local Active Travel Destinations

Key Destination	Priority	Included in ATZ
Strategic Cycle Network	High	Yes
Pield Heath Road/Colham Green Road Bus Stops	High	Yes
West Drayton Station	High. As the closest rail station to the development, it is deemed a high priority active travel destination.	Yes
Uxbridge Road (Hillingdon Amenities)	High	Yes
Uxbridge Station	High. As a secondary rail station to the development, it is deemed a high priority active travel destination	Yes

Figure 3.2: Key Active Travel Destinations



Source: Mott MacDonald

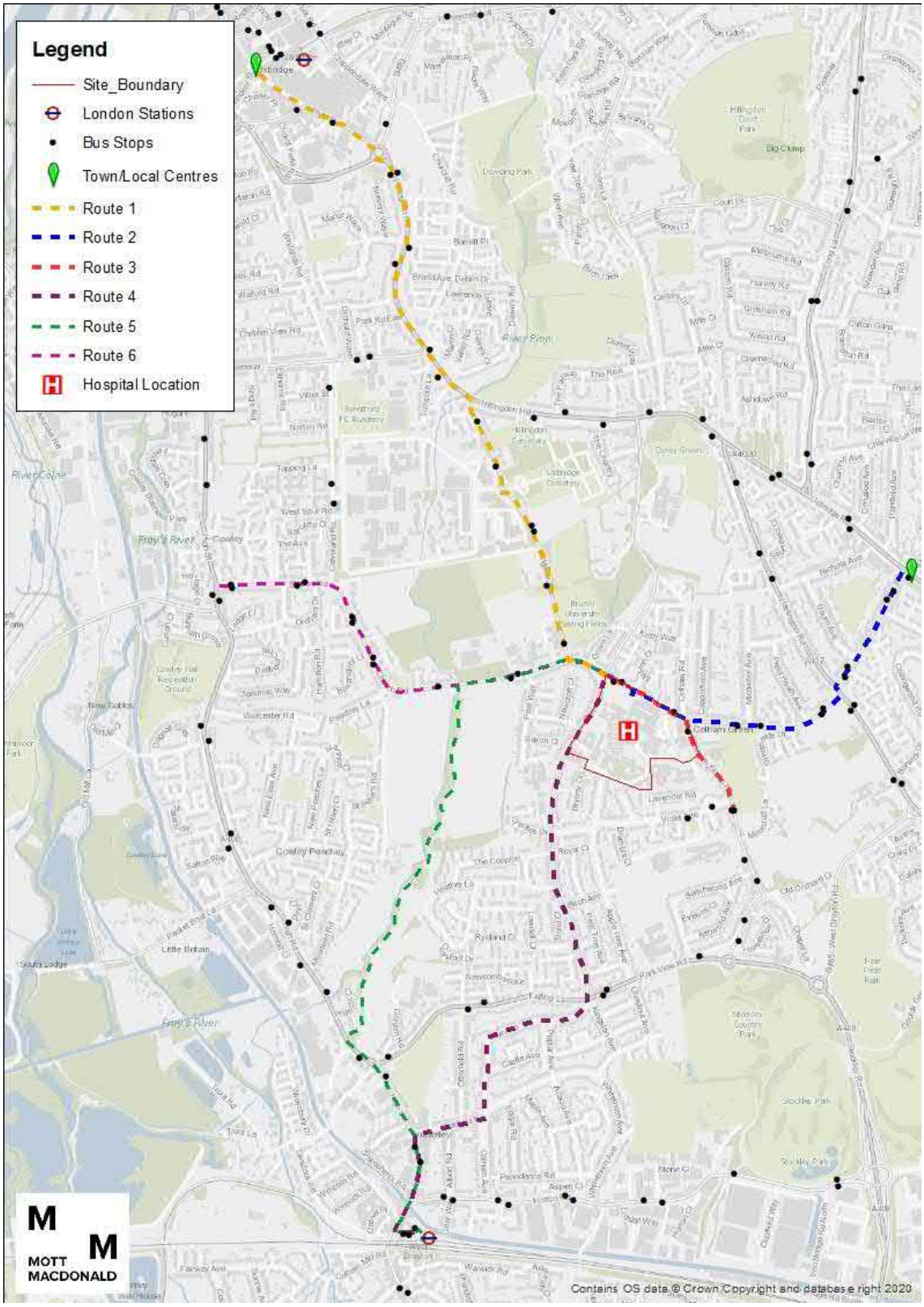
3.2 Local Level ATZ Mapping

The information detailed above and the high priority level classifications for trip attractors and destinations, a localised ATZ map, has been produced. Figure 3.3 below details the routes classified for the ATZ assessment. The routes are broken down in Table 3.3.

Table 3.3: ATZ Route Identification

Route Number	Route Name
Route 1	Walking and Cycling Route to Uxbridge Station
Route 2	Walking and Cycling route to Hillingdon Convenience Stores
Route 3	Walking route to Colham Green Bus Stops
Route 4	Walking route to West Drayton Station
Route 5	Cycling Route to West Drayton Station
Route 6	Exploratory Route to Cowley

Figure 3.3: ATZ Neighbourhood Mapping



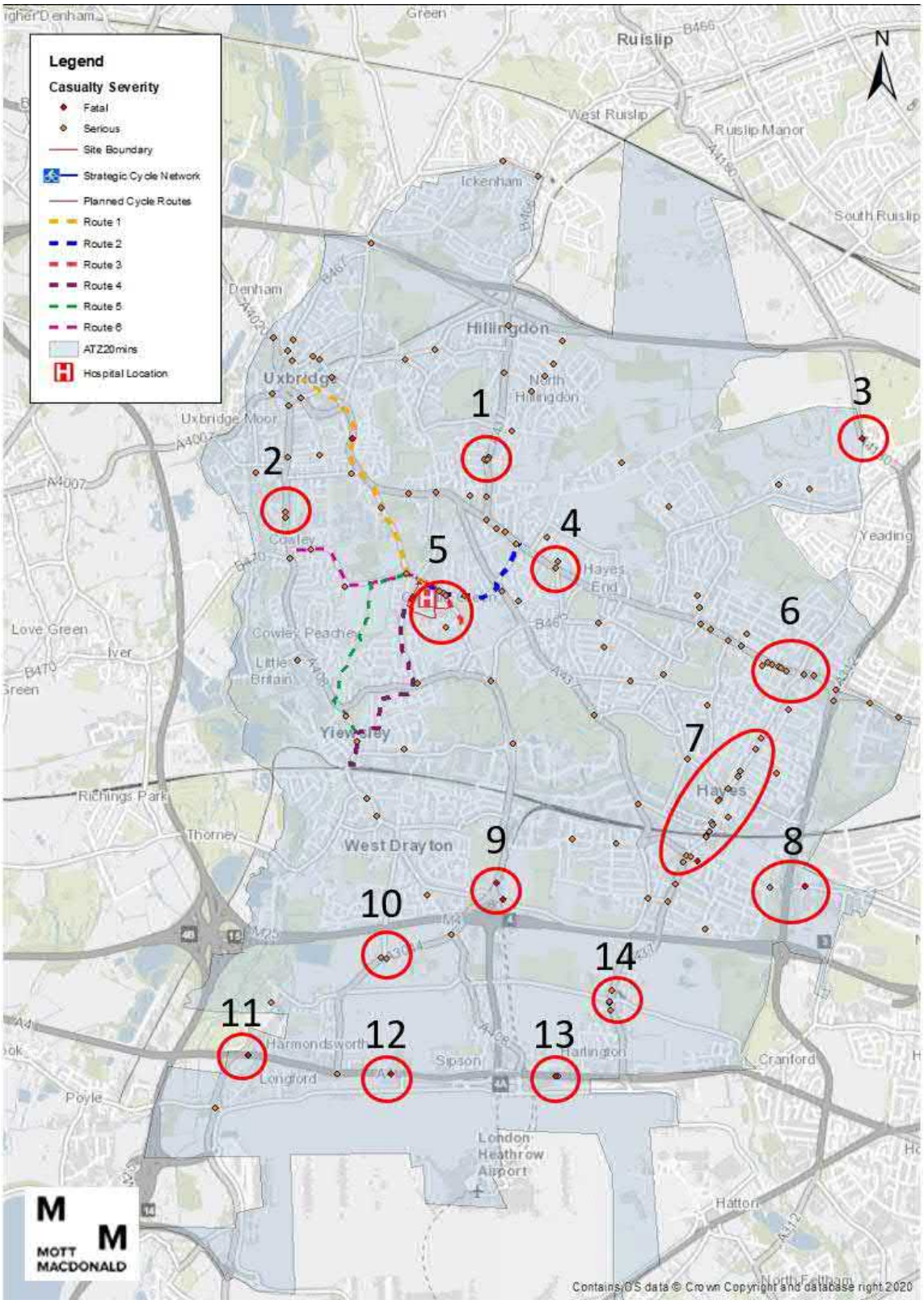
3.2.1 Healthy Streets – Collision Clusters

This section of the ATZ identifies areas where collision clusters occur. Collisions with pedestrian or pedal cyclist casualties have been assessed over a five year period (2015-2019). Using this data, collision clusters have been identified. These collision clusters are defined as:

- Clusters of 1 or more fatal collision; or
- Clusters of 2 or more serious collisions.

Figure 3.4 below maps the location of each collision, with cluster sites circled. 14 areas have been identified within the 20 minute ATZ as having a 'collision cluster'.

Figure 3.4: Collision Clusters (20min ATZ)



These clusters have been identified and the Healthy Streets approach has been applied to understand if any improvements can be made, which could potentially reduce the impact of the proposed development. This is detailed in Table 3.4.

Table 3.4: Collision Clusters – Healthy Streets

Ref	Location of Collision Cluster	Number of KSIs
1	A437/Gresham Road	4 serious injured

Ref	Location of Collision Cluster	Number of KSIs
2	A408 Cowley Road/Ferndale Crescent	2 serious injured
3	A4380 (Ruislip Road) [south of junction with Old Ruislip Road]	1 fatal
4	A4020/Paget Road	2 serious injured
5	Pield Heath Road Corridor (northside of Hospital)	3 serious injured
6	A4020 (between Central Avenue and Coldharbour Lane)	6 serious injured
7	Station Road and Station Road/North Hyde Road	1 fatal. 12 serious injured
8	Hayes Road/North Hyde Road (roundabout)	1 fatal, 1 serious injured
9	Stockley Road/Shepiston lane	2 fatal
10	Holloway Lane/Harmondsworth Road	2 serious
11	Colnbrook Bypass [East of Speedbird Way]	1 fatal
12	A4 (Bath Road) [East of Northolt Road]	1 fatal
13	A4 (Bath Road)/Mondial Way	1 fatal
14	A437/Cranford Lane	3 serious injured

Identified in the table above are the KSI clusters within the 20-minute cycling isochrone. This details all the collisions that have occurred on routes within a 20-minute cycling journey time to the hospital. The clusters on average include at least two collisions involving serious injury or fatality, and involve pedestrians or pedal cycles.

Although there were 14 clusters identified in the assessment above, there are only four which have been analysed in further detail. These four clusters reside in areas that have the potential to be impacted by increased movements due to the proposed development, or where junction/highway layout changes are proposed. These clusters are all on or close to the ATZ routes set out in Table 3.5, which are the key routes between the hospital and important trip attractors.'

The remaining four clusters have been analysed in further detail, and any potential improvements to improve safety and negate impacts from the proposed development are set out in Table 3.5.

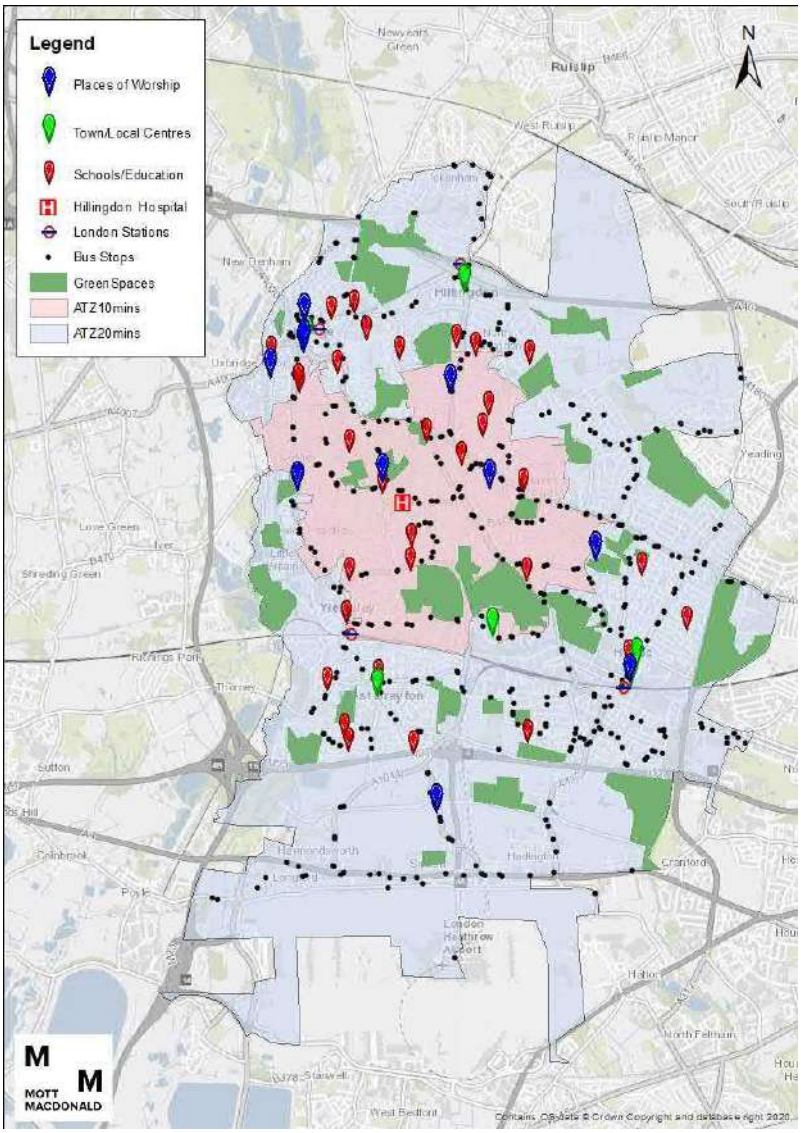
Table 3.5: KSI for Neighbourhood ATZ

Cluster Reference	Location	Potential improvement to improve safety and reduce vehicle dominance
5	Pield Heath Road	Improve pedestrian and cycling crossing facilities. Introduce a signalised crossing facility for both pedestrians and cyclists.
4	Uxbridge Road/Hillingdon Hill	Enhance protected of cycle lanes Potential for redesign of junctions: • A4020 Uxbridge Road/New Road • A4020 Uxbridge Road/Lees Road • A4020 Uxbridge Road/A437 Long Lane
	Area wide	Potential for 20-mph zone to be introduced locally around hospital or in all residential areas/non-primary routes

3.2.2 Neighbourhood Characteristics Map

The neighbourhood ATZ map above has been detailed to include the characteristics of a typical healthy neighbourhood. These characteristics include permeable streets, public transport, and greenspaces. These have been mapped alongside other development and transport improvements happening within the Hillingdon Neighbourhood. This is displayed in Figure 3.5.

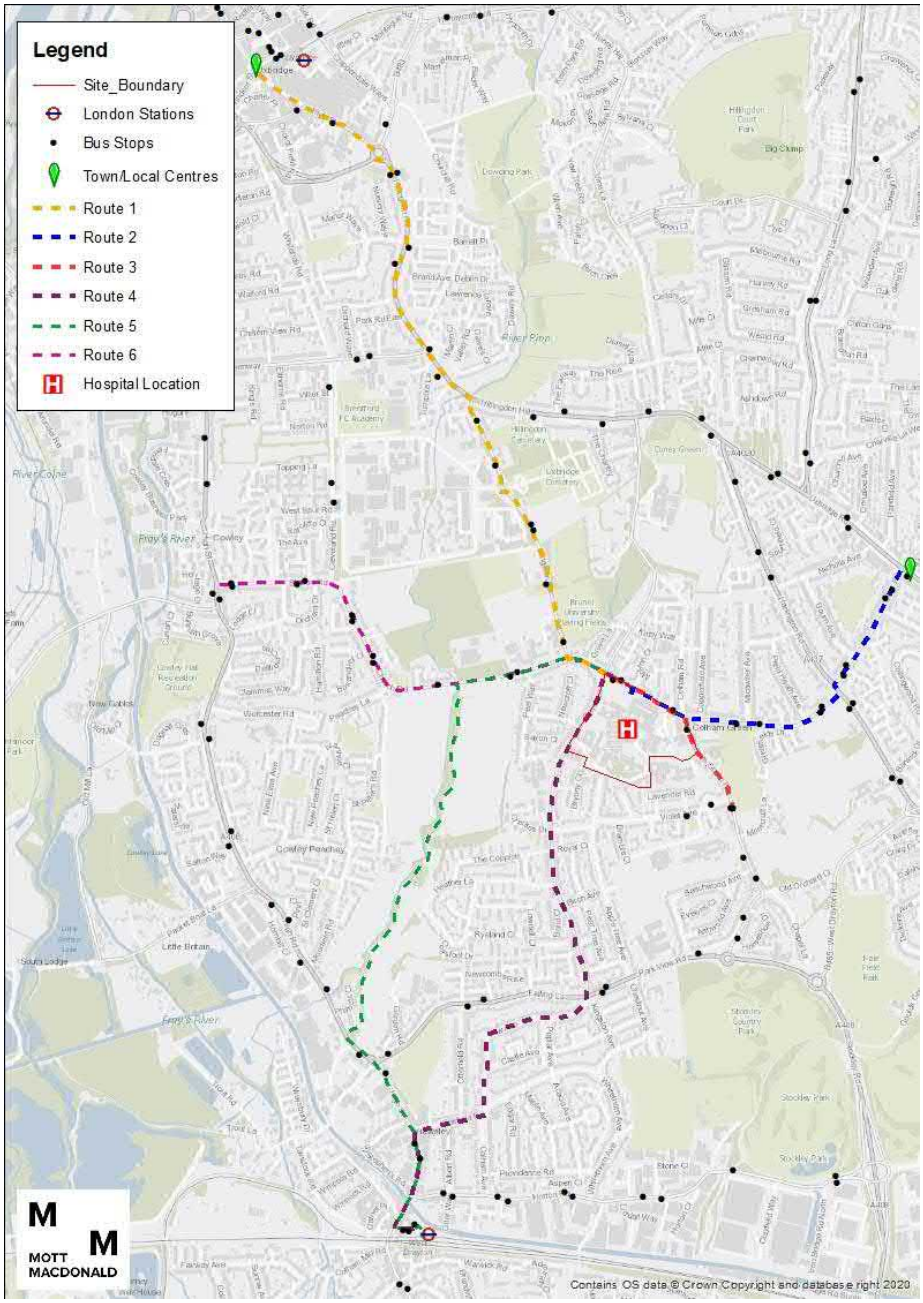
Figure 3.5: Neighbourhood Characteristics Map



3.3 ATZ Neighbourhood Key Routes Photo Survey

Based on the key destinations and routes identified in Table 3.2 and Table 3.3, a desktop and on-site review of each major travel route has been undertaken. Observations for each route have been made based on the Healthy Streets principles, allowing recommendations on how these aspects could be improved. Each route is mapped photographically every 150m. The key walking and cycling routes to be photographed are detailed in Figure 3.6. Each route is broken down in detail below.

Figure 3.6: ATZ Neighbourhood Key Routes Photo Survey key

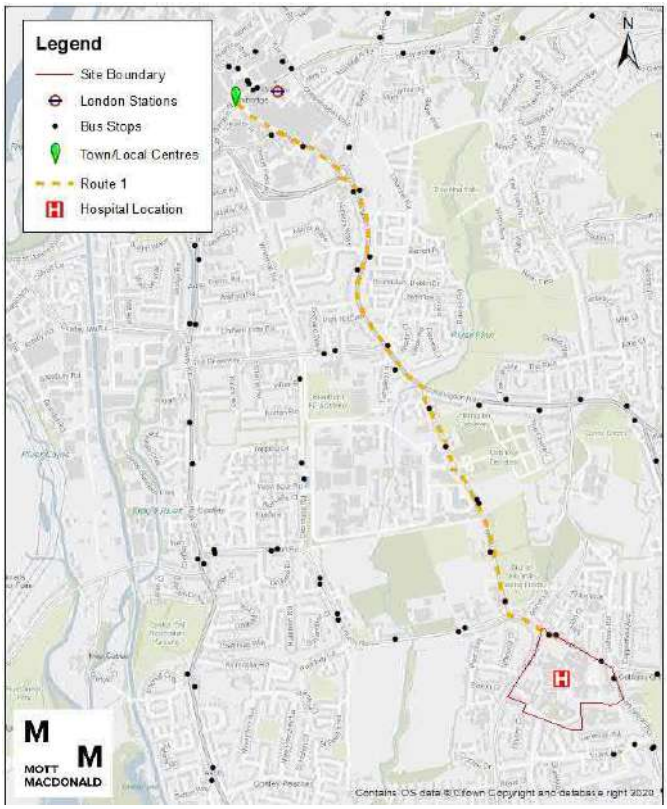


3.3.1 Key Route 1 – Hillingdon Hospital to Uxbridge Interchange

Observations

The most direct route to Uxbridge interchange from the site is on Kingston Lane and Hillingdon Hill, as shown in Figure 3.7. The route is direct and is on footways adjacent to the strategic highway network. The route becomes largely pedestrianised shortly before the interchange, in Uxbridge Town centre.

Figure 3.7: Key Route 1 (to Uxbridge Interchange)



The route has sporadic periods of cycle lanes on and off the highway, primarily on Hillingdon Hill. Heading north, the segregated cycle lane is on road, heading south it utilises a shared space footway.

A series of photos of the active travel route to Uxbridge are shown in Table 3.6.

Table 3.6: Key Route 1 (to Uxbridge Centre) ATZ Route Photos

Uxbridge Interchange 	Uxbridge High Street (Heading South) 
Dedicated cycle lane and pedestrian underpass (Hillingdon Road Roundabout) 	Sheltered Bus Stop (St Andrews Church) 

Uxbridge Road/B465 Junction

Dedicated Cycle Lane on Hillingdon hill

Dedicated Cycle Lane on road and shared footway (heading south) at Kingston Lane Junction

Narrow Footways and non-sheltered bus stops on Kingston Lane

Brunel Science Park Footway (heading south)

Kingston Lane Junction Pield Heath Road

Cycle Signage on Pield Heath Road (no dedicated cycle infrastructure)

Entrance to Hillingdon Hospital (pedestrian infrastructure)

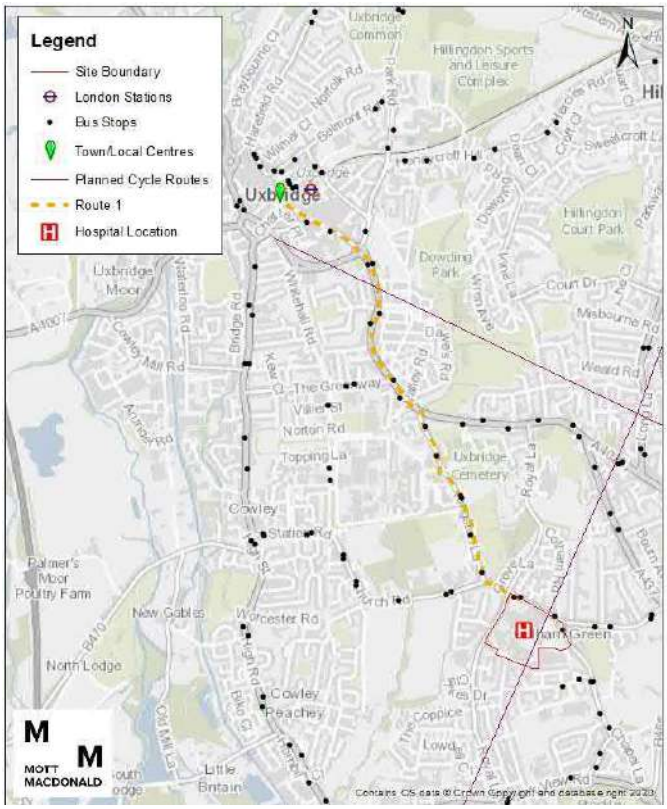
Recommendations

There is a need to engage with stakeholders regarding the cycle accessibility of the site, and to ensure any future strategic cycle networks within the London Borough are linked to the hospital site with sufficient cycling infrastructure. This will enable smoother cycle trips from Uxbridge Station, with key junctions easy to navigate with dedicated infrastructure and priority.

It is noted that the pedestrian infrastructure fluctuates throughout the route, with high quality provision in Uxbridge Centre, including wide footways and underpasses. Closer to the redevelopment site, the pedestrian provision reduces to narrow pathways and uncovered bus stops. Improving the walkways to a consistent level between the site and Uxbridge would increase walking movements.

It is noted that TfL have proposed a strategic cycle connection (December 2019) between Uxbridge, Hillingdon, and the Hospital. This proposal, whilst high level in nature, indicates an improvement in current cycle connectivity. This is shown in Figure 3.8.

Figure 3.8: Key Route 1 – Potential Cycle Connection



Prior to the strategic cycle network being improved, there are recommendations that could improve the current journey along Kingston lane and Hillingdon Hill in the interim.

Cyclists current travelling from Uxbridge Centre to the hospital must navigate Kingston Lane without dedicated cycle provision, and combine with vehicular traffic. The key junction on Pield Heath Road, the key desire line junction for pedestrians and cyclist travelling to Uxbridge, has minimal cycle facilities, with dedicated pedestrian crossings south of the junction.

Table 3.7: Kingston Lane/Pield Heath Lane Junction ATZ Case Study – Route 1

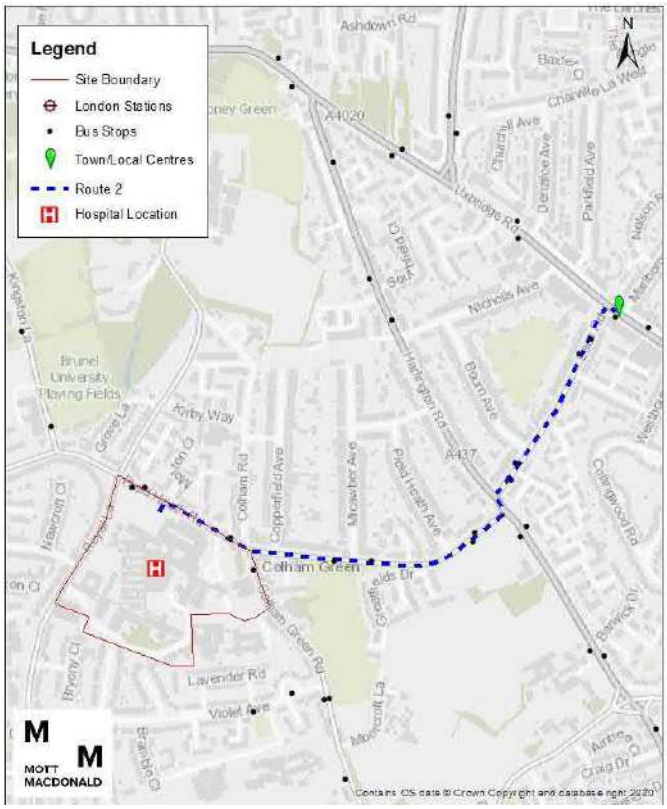
Observation	Healthy Street Indicator	Recommendations
No dedicated cycle crossing facilities/provision – cyclists to turn with vehicle movements No visible pedestrian crossing facilities, slight change of route to cross safely	*Pedestrians from all walks of life* *People feel relaxed* *People feel safe* *Easy to cross*	Provide on road cycle symbols and turn areas to alert other road users to the presence of cyclists and for way finding Provide dropped kerbs/ramps to enable crossing across the junction.

3.3.2 Key Route 2 – Hillingdon Hospital to Uxbridge Road Convivence Stores

Observations

The most direct route to the convenience stores from the site is via Pield Heath and Lees Road, as shown in Figure 3.9. The route is direct and on footways adjacent to the highway network. The route involves crossing a double roundabout and a primary route link.

Figure 3.9: Key Route 2 (to Hillingdon Amenities)



The route has no dedicated cycle lanes or cycle infrastructure heading east and west. The pedestrian infrastructure is adjacent to the highway, with footway width fluctuating along the route.

A series of photos of the active travel route to Hillingdon Amenities are shown in Table 3.8.

Table 3.8: Key Route 2 (Hillingdon Amenities) ATZ Route Photos

Pield Heath Road Amenities	Desire Line to access allotments, link to residential housing estate
	
Greatfields Drive Crossing	Pield Heath Road (approaching A437 roundabout)

Pedestrian crossing at Pield Heath Road

Pavements on Lees Road

Uxbridge Road (A4020)

Lees Road/A4020 Junction

Recommendations

The provision of pedestrian infrastructure along Pield Heath Road and Lees Road is minimal, with crossing not accessible to all. Improving a number of the crossings will enable people from all walks of life to comfortably access the amenities on Uxbridge Road.

The pavements are narrow, meaning that some pedestrians were witnessed walking on the road to pass safely. The distance has been exacerbated within the COVID-19 pandemic.

Lees Road to Uxbridge Road junction has no cycle priority or dedicated crossing points. There are four lanes of traffic, signal controlled, and this ensures that cyclists need to move with vehicle movements, which can reduce the safety. The lack of cycle signage and provision means that vehicle drivers may not be aware of the cycle route.

Table 3.9: Hillingdon Amenities ATZ Case Study – Route 2

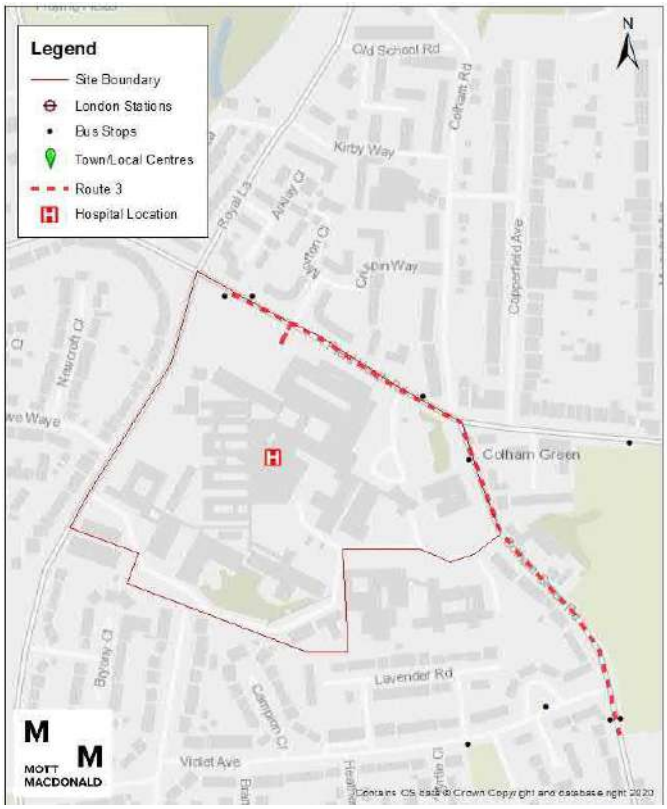
Observation	Healthy Streets Indicator	Recommendations
No dedicated cycle provisions – either at traffic signals or on road Pedestrians have to cross four times to reach other side of carriageway Minimal barriers from vehicle traffic	*Clean Air* *Easy to cross* *Not too noisy* *People feel safe*	Provide cycle signage on road, to indicate cyclists are moving and dedicated crossing boxes, to reduce interaction with vehicles Potential for green infrastructure to reduce noise and vehicle emissions

3.3.3 Key Route 3 – Hillingdon Hospital to Colham Green Bus Stops

Observations

The key route to Colham Green Road Bus Stop has been assumed from the main entrance to Hillingdon Hospital, but can also be accessed from the hospital entrance on Colham Green Road. The ATZ key route extends to the furthest bus stop on Colham Green Road, to capture the necessary infrastructure, as shown in Figure 3.10. The route is direct and on footways segregated from the highway network. The route involves no pedestrian crossings, from either hospital exit.

Figure 3.10: Key Route 3 (to Colham Green Bus Stops)



The route is dedicated pedestrian space, but there is no cycle infrastructure heading in either direction. The footway width adjusts along the route, with sheltered bus stops utilising pedestrian space. On Colham Green Road, residential parking bollards and green space reduce the space for pedestrian movements. Note that when a site visit was undertaken, residential bins were due to be collected, further reducing available pedestrian space.

A series of photos of the active travel route to Colham Green Bus Stops are shown in Table 3.10.

Table 3.10: Key Route 3 (Colham green Road Bus Stops) ATZ Route Photos

Pield Heath Road Pedestrian Crossing	Colham Green Bus Stop
	

Dedicated parking spaces on Colham Green Road

Parking Bollard, Green Space and residential bins, Colham Green Road

Colham Green Road pedestrian crossing (Yiewsley border)

Recommendations

The provision of pedestrian infrastructure is at a sufficient level, excluding the removal of space on bin collection days. The provision of half on/half off street parking reduces the capacity of the footways, as not all users have sufficient access. As a mitigating factor, the parking is on one side of the street.

The bus stop to the north of Colham Green Road is sheltered, with enough pedestrian space for passers-by. Bus stops further south have minimal shelter, and the footway width is narrow.

The removal of parking bollards and on street parking may increase the comfort level of walking to the bus. This would enable all users to utilise both sides of the footway. Table 3.11 below details the Healthy Streets Indicator and suggested recommendations.

Table 3.11: Colham Green Road Bus Stops ATZ Case Study – Route 3

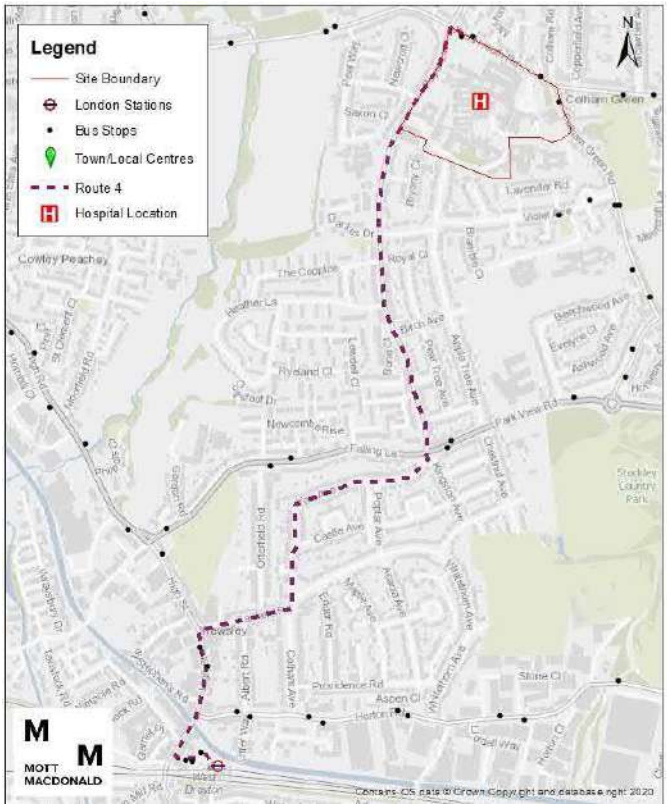
Observation	Healthy Streets Indicator	Recommendations
Half on/half off road parking restricting footway width and effectiveness	Pedestrians from all walks of life	Improve parking management and restrict on-kerb parking along Colham Green Road.
Residential Bollards reducing footway width capacity (also reducing risk of on road parking)		Potential to increase footway with bollards in place, to reduce impact of footway disruptions (bin collections)

Observation	Healthy Streets Indicator	Recommendations
		

3.3.4 Key Route 4 – Walking Route to West Drayton Station

The most direct walking route to West Drayton Station from the site is via Royal Lane, Yew Avenue, Fairfield Road and High Street, as shown in Figure 3.11. The route is relatively direct, and utilises residential streets over high volume traffic links, before reaching West Drayton High Street.

Figure 3.11: Key Route 4 (to West Drayton Interchange)



The route focuses on the walking provision over cycle provision, as a separate route has been identified for cycling. The route dissects residential, educational, and commercial areas, and reflects different level of provisioning. When reaching West Drayton High Street, there are places to stop and rest and public realm is provided, making the area attractive to active mode users.

A series of photos of the active travel route (walking) to West Drayton are shown in Table 3.12.

Table 3.12: Key Route 4 (to West Drayton) ATZ Route Photos

Royal Lane (south of junction with Pield Heath Road)	Desire line entrance to staff car park/hospital site

Royal Lane

Hillingdon Ambulance Station

Cherry Tree Avenue

Royal Lane Junction with Falling Lane

Yew Avenue

Yew Avenue

Yew Avenue (heading south)

Fairfield Avenue (Approaching High Street)

West Drayton High Street

High Street Crossing points

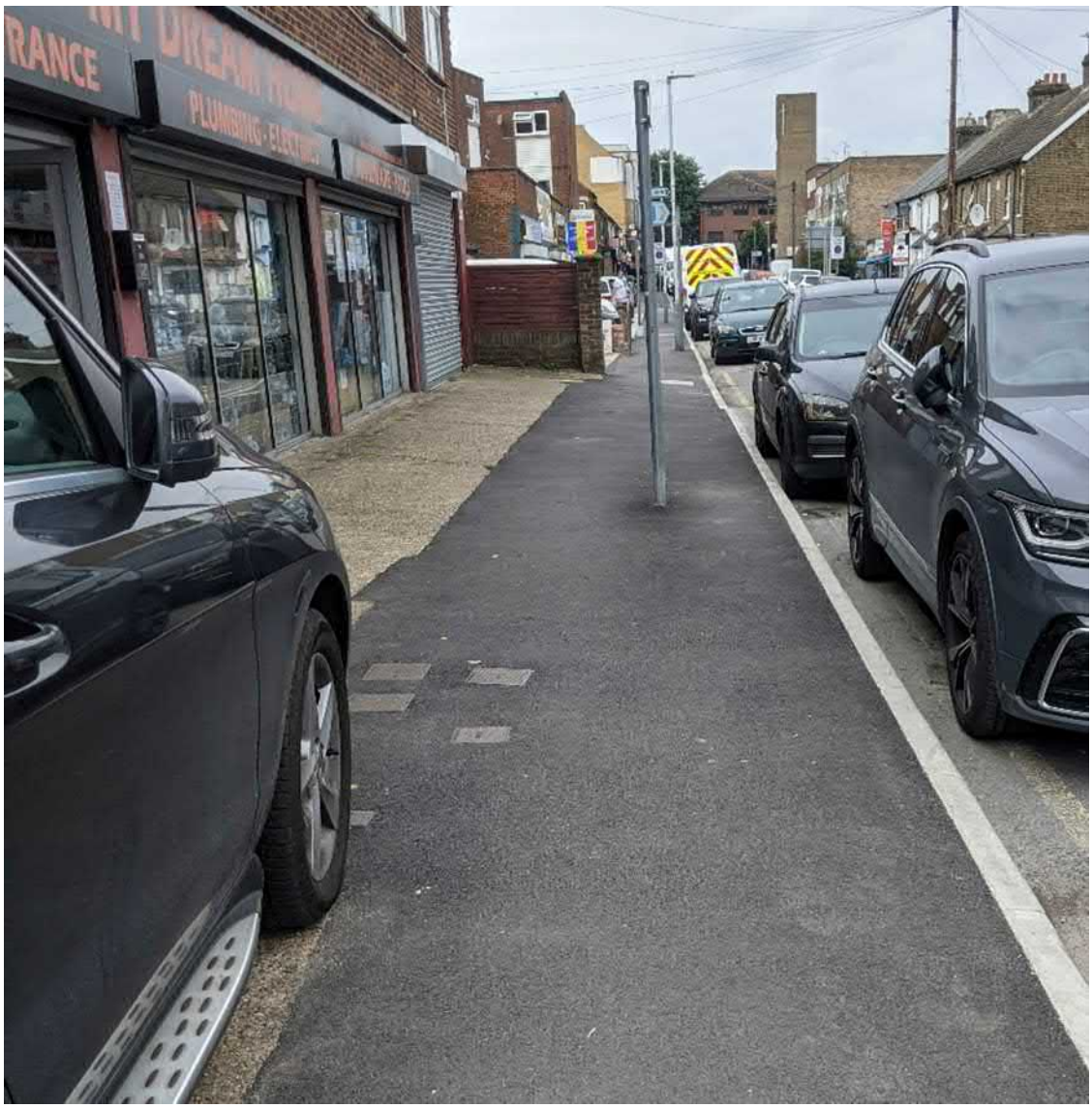
Recommendations

The route though the residential area does not provide an attractive facility for those who may want to walk to West Drayton. The section through residential areas is substantial, so a large and synchronised proposal would be needed to make the area of the route more attractive. Reducing the number of vehicles parked on footways would reduce the inconvenience of walking in the area, and enable people from all walks of life to access the facilities.

The bridge to West Drayton is a facility where people feel safe to use, however improving the pedestrian crossing facilities either side would make the area more secure and attractive. The bridge is an important link in connecting active mode users to West Drayton Station, and connects to the wider canal cycle network.

Table 3.13: Yew Avenue ATZ Case Study – Route 4

Observation	Healthy Streets Indicator	Recommendations
Obstructions in footway, to reduce available footway with to all users Vehicles parked on footway Levels of on-street parking No wayfinding information	*Pedestrians from all walks of life* *Easy to cross* *Not too noisy*	**Reduce the amount of on-footway parking to enable all road users to access** Reduce the number of obstructions in the footway. Provide better wayfinding information (station info and things to see and do)

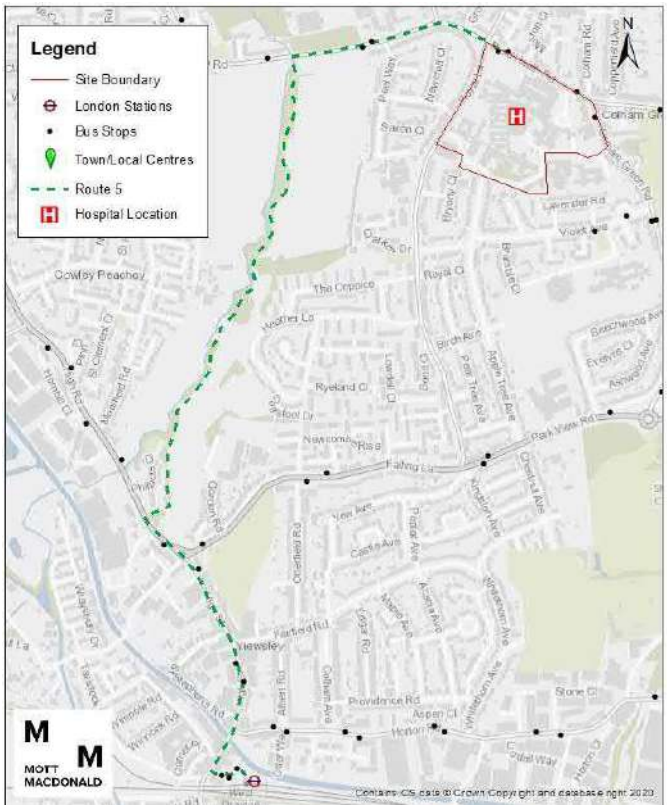


3.3.5 Key Route 5 – Cycling Route to West Drayton Station

Observations

The key cycling route from West Drayton Station utilises the Celadine cycling route, a fully segregated cycle route, away from the highway network, as shown in Figure 3.12. The route is also utilised as a pedestrian connection. Once on Pield Heath Road, there is no dedicated cycle provision to complete the journey to Hillingdon Hospital.

Figure 3.12: Key Route 5 (Cycling to West Drayton)



The northern highway section of the route has no dedicated cycle provision or cycle infrastructure. There is no crossing to the correct side of the road for cyclists travelling to the Hospital, but the issue is removed on the return journey.

The southern on road section has a minimal amount of cycle infrastructure, however there is some provision to the north on the A408. This section travels through a commercial area heavy with LGVs and HGVs on the network.

A series of photos detailing the route (from south to north) from West Drayton Interchange to the site are shown in Table 3.14.

Table 3.14: Key Route 5 (West Drayton Interchange) ATZ Route Photos

West Drayton High Street

Junction with Falling Lane/Trout Road

Start of Celadine Cycle Route

On road cycle infrastructure (At start of Celadine Route)

Celadine Route

Places to stop and rest on Celadine Route

Desire lines to cut across green space

Gates on route to enable active travel users

Northern section of route (desire lines in northern and eastern directions)

Junction with Pield Heath Road

Pield Heath Road Access (further east)

Pield Heath Road

Pield Heath Road

Main Hospital entrance (Pield Heath Road)

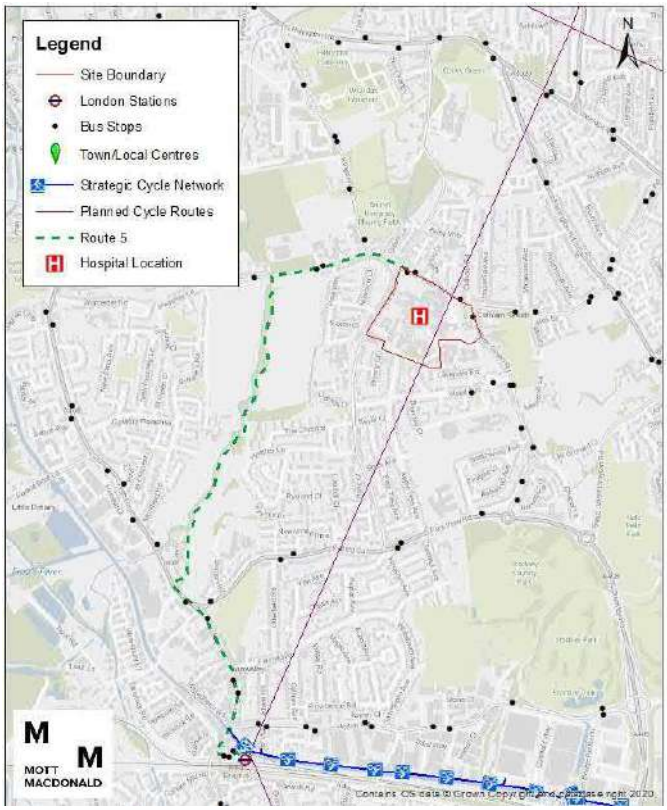
Recommendations

There is a need to engage with external stakeholders regarding the consistency of cycling provision from West Drayton Station. The Celadine cycle way is an attractive route to access the hospital, but the access is not clear. Improving the connections on the northern and southern sections will enable easier navigation of the route, and an increase in movements.

Along Celadine Way there are places to stop and rest, and additional desire lines, indicating that multiple route choices are available and utilised. There are no additional safety measures, such as lamps for the evening when natural light decreases. This gives a sense that the route is not as safe for cyclists travelling late in the evening, or early in the morning.

It is noted that TfL have proposed a strategic cycle connection, linking West Drayton to Hillingdon, Uxbridge, Heathrow, and Haynes. West Drayton is also located on the current strategic cycle network along the canal. This is shown in Figure 3.13.

Figure 3.13: Key Route 5 – Potential Cycle Connection



Prior to the strategic cycle network being extended, there are recommendations that could improve the current journey to the north and south of the Celadine Way, and safety improvements to the route itself.

Cyclists currently travelling from West Drayton must navigate West Drayton High Street and Pield Heath Road without dedicated cycle infrastructure, and combine with vehicular traffic. The key junction on High Street to access the Way is a signalised junction, crossing four lanes of traffic, without dedicated provision.

When travelling on Pield Heath Road, cyclists are not segregated for vehicle traffic, and there is no provision for cyclist turning movements at the access to the hospital.

Table 3.15: Celadine Way connection to Pield Heath Road ATZ Case Study – Route 5

Observation	Healthy Street Indicator	Recommendations
No clear junction and provision for cycle movements turning left or right. No clear lighting for vision in early mornings/late evenings. No wayfinding information (which way to which amenities)	*People feel safe* *Easy to cross* *People choose to walk and cycle*	Improve junction access to Celadine Way, with clear cycle markings on road and in junction. This will alert cyclists to entrance, and also vehicles to increased presence of cyclists Add lighting bollards to junction and to the route to enable clearer vision and movements to feel safer. Add in additional wayfinding information on road infrastructure. Highlights available routes and could encourage additional cyclist if given more information.

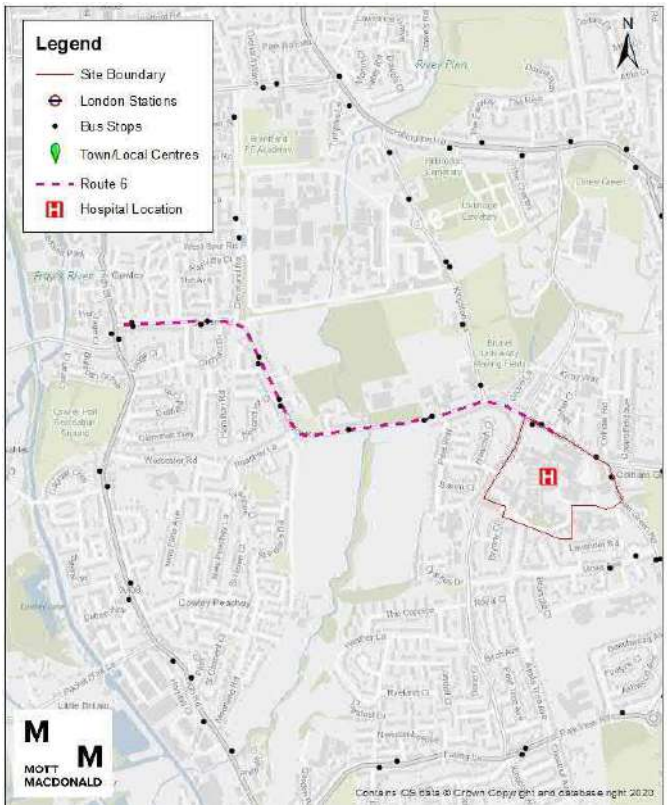
3.3.6 Key Route 6 – Hillingdon Hospital to Cowley

Observations

Route six is an additional key route, added for completeness for the ATZ, and covers sections of the active travel network to the West, missed by Uxbridge and West Drayton routes.

Access to Cowley is a direct route utilising Pield Heath Road, Church Road and Station Road, as shown in Figure 3.14. The route is on footways adjacent to the highway network and does not cross any junctions.

Figure 3.14: Key Route 6 (To Cowley)



The route has no dedicated cycle lanes or infrastructure, however there is adequate pedestrian infrastructure. The route passes Brunel University student housing and a cycle route which provides direct access to the university.

A series of photos of the active travel route to Cowley Amenities are shown in Table 3.16.

Table 3.16: Key Route 6 (Cowley) ATZ Route Photos

Pield Heath Road	Bus Stop