A1

N

Scale
1:250
0 5 10 15m

Gateway bosque terrace

Existing London Plane tree
& bus stop retained

B

A

H

Pedestrian
crossings

Raised planters to linear park

Central water feature /
plaza with seating

of Hornbeam

EDGWARE RO

Car/LGV drop off
2 x LGV/2 x car

2.4m x 25m Visibility splay
(MFS 20mph)

Car/LGV drop off
1 x LGV/2 x car

4m

2m

Flexible
Commercial

Residential
Entrance

Parcels Store

Office
Entrance

Virtual Golf

Welfare
Area

Flexible
Commercial

Resi
entrance

Cycle
entrance

Refuse
Store

Office
Entrance

Flexible
Commercial

Apt.
I.0.01

PD Resi
Entrance

Int
Resi
Entrance

Apt.
I.0.02

Plant

Cycle entrance

Affordable
Workspace

Flexible
Commercial

Cycle entrance

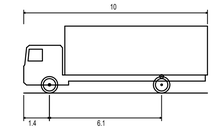
Loading bay
1 x HGV/2 x LGV

Common Stair Lobby

Plant

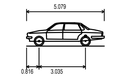
Flexible
Commercial

2.4m x 25m Visibility splay
(MFS 20mph)



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	11.000m



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Overall Length	5.079m
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Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00 sec
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ARUP

13 Fitzroy Street
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www.arup.com

Client
Berkeley Homes
(Central London) Limited

Project Title
Paddington Green
Police Station

Drawing Title
Groundfloor
Swept Path Analysis

Scale at A1 1:200

Role Transport

Suitability - For Information -

Arup Job No **277685-00**

Rev **D**

Name **277685-SK-015**

Do not scale

Appendix D

Stage 1 Road Safety Audit & Designers Response

Paddington Green Police Station

2 – 4 Harrow Road, London, W2 1XJ

Stage 1 Road Safety Audit & Designers Response

Arup

March 2021

Berkeley

Designed for life

Document verification

ARUP

Job title		Paddington Green Police Station			**Job number** 277685-00
Document title		Stage 1 Road Safety Audit & Designers Response			**File reference**
Document ref					
Revision	**Date**	**Filename**			
V1	March 2021	**Description**	Version 1		
			Prepared by	Checked by	Approved by
		Name	KW	KW	AF
		Signature			
V2	March 2021	**Filename**			
		Description	Version 2		
			Prepared by	Checked by	Approved by
		Name	KW	KW	AF
		Signature			
		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			
		Signature			
		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			
		Signature			
				Issue Document verification with document	✓

Contents

Tables

Figures

1 Introduction

Ove Arup & Partners ('Arup') has been commissioned by Berkeley Homes (Central London) Limited to provide transport advice to support the redevelopment of Paddington Green Police Station (PGPS).

The proposals involve highway changes, namely stopping up of Newcastle Place and realigning the carriageway and footway. A Stage 1 Road Safety Audit (RSA) has been commissioned and undertaken by Acorns Projects Limited in February 2021. The RSA was also recommended by Transport for London (TfL) following pre-application discussions.

The following three issues were identified in the RSA, as shown in **Figure 1,** and this note provides the Designers Response to the issues raised:

- Issue 1 - Location of bollards on Newcastle Place
- Issue 2 - Visibility splay at internal priority junction on Newcastle Place
- Issue 3 - Visibility splay at Newcastle Place / Paddington Green

The findings of the RSA can be found in **Appendix A** of this document. It should be noted that the RSA has been undertaken on an earlier version of the proposed layout to help inform the final design.

The purpose of this report is to provide a Designer's Response to the issues raised by the aforementioned audit.

2 Designer's Response

The designer's responses to the audit are shown in **Table 1** below. The problem location points can be seen in **Figure 1.**

Figure 1 - Problem Location Points

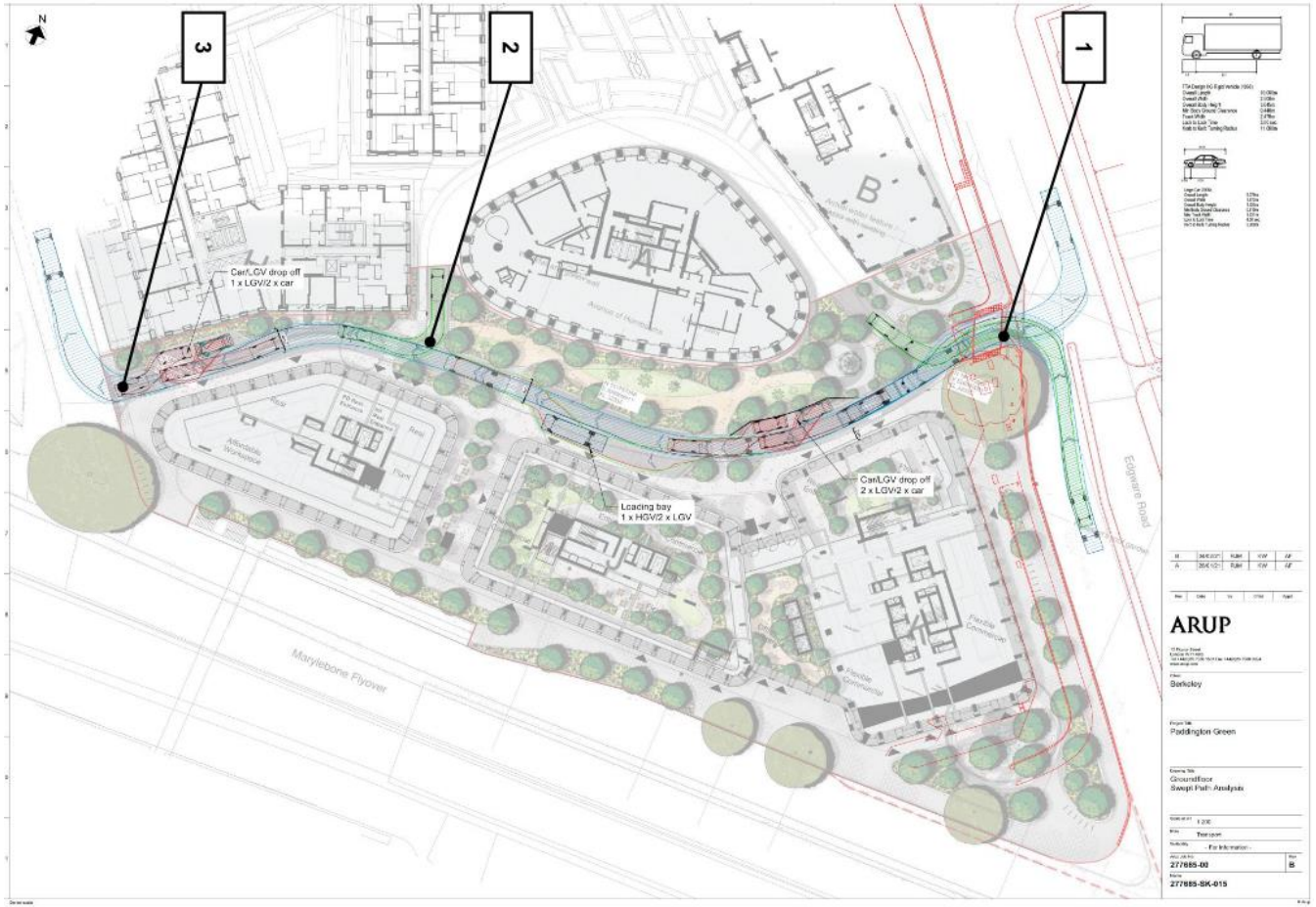
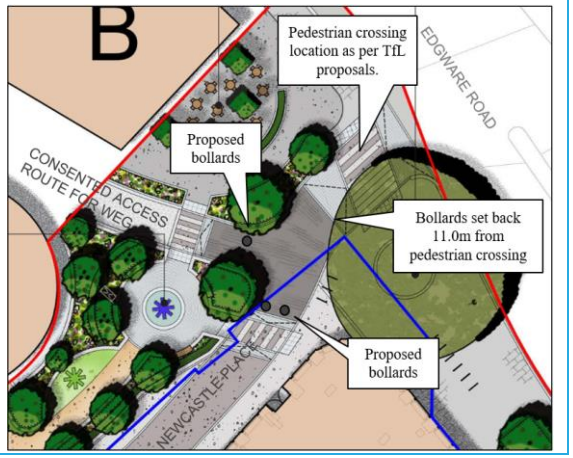
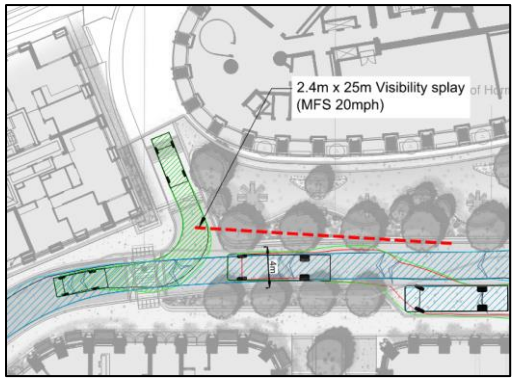


Table 1: Designer's Response

Problem RSA Ref No.	Location	RSA Comment	RSA Recommendation	Problem Accepted Y/N	Recommendation Accepted Y/N	Designer's Response
2.3.1	1	Location of bollards on Newcastle Place *"Lack of detail of current proposals to control vehicular access to Newcastle Place from Edgware Road could result in delivery vehicles and any taxi/car drop vehicles being unable to completely clear the Edgware Road carriageway, which could lead to a potential increased risk of side impact vehicular collisions occurring and nose to tail shunt type collisions occurring, whereby vehicle occupants could sustain personal injury."*	*"It is Recommended that an entrance threshold area of sufficient length should be provided within Newcastle Place, thus allowing 10 metre rigid vehicles and any taxi/car drop off vehicles to be able to completely clear the Edgware Road carriageway and thus not obstruct Edgware Road northbound and south bound vehicular traffic."*	Y	Y	An allowance has been provided in the design, with the bollards set back 11.0m from the pedestrian crossing (proposed as part of TfL Edgware Road widening works), to allow a large vehicle to wait. This represents a total distance of around 20m from Edgware Road. Given the expected low number of vehicle trips, no more than one vehicle is expected to arrive at the same time and large vehicles are expected to be very occasional. The location of bollards are illustrated below. 
Local Highway Authority comment:						
Local Highway Authority approval of designer's response		Signed:				

Problem RSA Ref No.	Location	RSA Comment	RSA Recommendation	Problem Accepted Y/N	Recommendation Accepted Y/N	Designer's Response
2.3.2	2	Visibility splay at internal priority junction *"Visibility splay at the loop road junction with Newcastle Place is likely to be impacted upon by the proposed tree planting, which could lead to a potential increased risk of side impact vehicular collisions occurring, whereby vehicle occupants could sustain personal injury."*	"*It is Recommended that the proposed tree should be relocated, thus affording a better or improved visibility splay to the left to be achieved for vehicles emerging from the loop road and Newcastle Place.* *Alternatively, the proposed layout should be agreed with the Overseeing Organisation, i.e. the Local Highway Authority, Westminster City Council."*	Y	Y	The tree is at the eastern corner of the junction. The visibility splay at the internal junction has been checked and shown in the attached drawing 277685-SK-015D. An extract is provided below.  It is proposed that the tree is retained as part of the proposals because Manual for Streets recognises that occasional obstacles to visibility (such as street trees) that are not large enough to fully obscure a whole vehicle or a pedestrian will not have a significant impact on road safety. In addition, Murdock Wickham has confirmed that the planting in this area will not exceed 600mm in height.
Local Highway Authority comment:						
Local Highway Authority approval of designer's response			Signed:			

Appendix A - Stage 1 Road Safety Audit

ARUP

ACORNS PROJECTS LIMITED

Paddington Green Police Station, Newcastle Place, City of Westminster

Proposed Highway Works

Stage 1 Road Safety Audit

For Arup

Prepared by Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

FEBRUARY 2021

Acorns Projects Limited
Safety Traffic Project Management & Highway Engineering Consultants
Redwood House
3 Eaton Park
Eaton Bray
Bedfordshire
LU6 2SP

Telephone:
Mobile:
E-mail:

Version No: 1.0

Document Location

Ensure that this document is current. Printed documents and locally copied files may become obsolete due to changes to the master document.

This is a controlled document. The source of the document can be found on the file server at location:

C:\Acorns\Clients\Arup\PaddingtonGreenPoliceStationNewcastlePlaceCityofWestminster\Reports\PaddingtonGreenPoliceStationNewcastlePlaceCityofWestminsterStage1RSAV1.0.doc

Revision History

This document has the following history:

Version No.	Version Date	Summary of Changes	Changes marked
1.0	15/02/2021	N/A	N/A

Approvals

This document requires the following approvals:

Name	Title
Adriano B. Cappella	Audit Team Leader
Lisa Allen	Audit Team Member

Distribution

This document has also been distributed to:

Name	Title & Organisation
Katherine Wong	Senior Planner - Arup
Andy Ford	Associate Director - Arup

1.0 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the Paddington Green Police Station, Newcastle Place, City of Westminster, Proposed Highway Works Project, at the request of the Overseeing Organisation, i.e. the Local Highway Authority, Westminster City Council, Westminster City Hall, 64 Victoria Street, London, SW1E 6QP. The Design Organisation is Arup, 13 Fitzroy Street, London, W1T 4BQ. The Third Party Organisation is Berkeley Homes (Central London) Limited, West End Gate Project Office, 131-139 Church Street, London, W2 1NA.

1.2 The scheme proposals comprise Highway Works in Newcastle Place, between the A5 Edgware Road to the east and Paddington Green to the west. The proposals involve stopping up Newcastle Place and realigning the carriageway and footway. Bollards are currently proposed on Newcastle Place in order to control vehicle access. Newcastle Place will be used for residential deliveries and any taxi/car drop off, plus pedestrian and pedal cycle movements. The loop north around the building currently being constructed will be for taxi/car drop off only, plus pedestrian and pedal cycle movements. The scheme proposals are associated with the consented West End Gate scheme to the north, which is currently under construction.

1.3 The Audit Team membership was as follows:

Adriano B. Cappella IEng, FIHE, MCIHT, MSoRSA, HA RSA Certificate of Competency
(Audit Team Leader) Director, Acorns Projects Limited

Lisa Allen MSc, BEng (Hons), MCIHT, MSoRSA, HA RSA Certificate of Competency
(Audit Team Member) Associate Consultant, Acorns Projects Limited

1.4 The Audit took place at the Eaton Bray office of Acorns Projects Limited during January and February 2021. The Audit was undertaken in accordance with the Road Safety Audit Instruction contained within the Design Organisation E-Mail to Acorns Projects Limited dated the 28th January 2021. The Audit comprised an examination of the drawings and data/information provided by the Design Organisation and, are listed in Appendix A.

1.5 The drawings and data/information consisted of a copy of the swept path analysis, indicative stopping up plan, site location plan and road traffic collision data. Copies of the drawings at both A3 and A4 size were provided for the Audit Team's use. Vehicular traffic flow data, pedestrian and pedal cycle flow data and public transport information has not been provided for the purposes of this Stage 1 Road Safety Audit.

1.6 A visit to the site was undertaken between 15.00 pm and 15.50 pm during the afternoon of the 29th January 2021 by both Audit Team Members together. During the afternoon site visit, the weather was cold and overcast and, the existing carriageway surface was damp. Vehicular traffic conditions at the time of the afternoon site visit were observed to be heavy on the A5 Edgware Road to the east of Newcastle Place and light in Paddington Green to the west of Newcastle Place. Access to the proposed alignment of Newcastle Place was restricted due to the construction works taking place. Numerous pedestrians and pedal cyclists were observed on the A5 Edgware Road to the east of Newcastle Place during the afternoon site visit. A few pedestrians and pedal cyclists were observed in Paddington Green to the west of Newcastle Place during the afternoon site visit.

1.7 The terms of reference of the Audit are as described in DMRB GG 119 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and, has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation made to resolve the identified problem, the Audit Team may, on occasion, have referred to a Design Standard without touching on technical audit.

1.8 No Departures from Design Standards have been reported by the Design Organisation.

1.9 All Problems and Recommendations are referenced to the design drawing and the locations have been indicated on the A4 plan supplied for use by the Audit Team in Annex B.

1.10 Issues identified, and observations made during this Stage 1 Road Safety Audit and site inspection which the Terms of Reference exclude from this report, but which the Audit Team wishes to draw to the attention of the Overseeing Organisation, i.e. the Local Highway Authority, Westminster City Council, will be set out in a separate letter. These issues could include maintenance items and operational issues. The Audit Team has not identified any issues during this Stage 1 Road Safety Audit and site inspection that are considered to be outside the Terms of Reference.

2.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

2.1 LOCAL ALIGNMENT

2.1.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

2.2 GENERAL

2.2.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

2.3 JUNCTIONS

2.3.1 PROBLEM

Location 1 - The Edgware Road junction with Newcastle Place (Drawing No. 277685-SK-015 Rev B).

Summary - Lack of detail of current proposals to control vehicular access to Newcastle Place from Edgware Road could result in delivery vehicles and any taxi/car drop vehicles being unable to completely clear the Edgware Road carriageway, which could lead to a potential increased risk of side impact vehicular collisions occurring and nose to tail shunt type collisions occurring, whereby vehicle occupants could sustain personal injury.

Detail - The Audit Team are advised that bollards are currently proposed on Newcastle Place in order to control vehicle access. The siting and operation of the proposed bollards to enable delivery vehicles and any taxi/car drop off to gain access to Newcastle Place from Edgware Road has not been confirmed.

Concern arises that if a 10 metre rigid delivery vehicle or any taxi/car drop off vehicle cannot completely clear the Edgware Road carriageway when seeking to enter Newcastle Place, there could be a potential increased risk of side impact vehicular collisions occurring between right turning entering vehicles and north bound Edgware Road vehicular traffic, whereby vehicle occupants could sustain personal injury.

In addition, if a 10 metre rigid delivery vehicle or any taxi/car drop off vehicle cannot completely clear the Edgware Road carriageway when seeking to enter Newcastle Place, there could be a potential increased risk of nose to tail shunt type collisions occurring between the leading left turning vehicle and any north bound Edgware Road following vehicles, whereby vehicle occupants could sustain personal injury.

RECOMMENDATION

It is Recommended that an entrance threshold area of sufficient length should be provided within Newcastle Place, thus allowing 10 metre rigid vehicles and any taxi/car drop off vehicles to be able to completely clear the Edgware Road carriageway and thus not obstruct Edgware Road north bound and south bound vehicular traffic.

2.3.2 PROBLEM

Location 2 - The loop road junction with Newcastle Place (Drawing No. 277685-SK-015 Rev B).

Summary - Visibility splay at the loop road junction with Newcastle Place is likely to be impacted upon by the proposed tree planting, which could lead to a potential increased risk of side impact vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

Detail - The scheme drawing indicate that a proposed tree will be sited on the western side of the loop road, at its junction with Newcastle Place. Whilst a visibility splay for the junction has not been indicated, it is likely that the proposed tree may impact upon the visibility splay to the left for drivers emerging from the loop road into Newcastle Place.

Whilst the Audit Team acknowledges that Newcastle Place will be used for residential deliveries and any taxi/car drop off, plus pedestrian and pedal cycle movements, concern arises that this situation could result in a potential increased risk of side impact vehicular collisions occurring between vehicles emerging from the loop road and Newcastle Place west bound vehicular traffic, whereby vehicle occupants could sustain personal injury.

RECOMMENDATION

It is Recommended that the proposed tree should be relocated, thus affording a better or improved visibility splay to the left to be achieved for vehicles emerging from the loop road and Newcastle Place.

Alternatively, the proposed layout should be agreed with the Overseeing Organisation, i.e. the Local Highway Authority, Westminster City Council.

2.3.3 PROBLEM

Location 3 - The Newcastle Place junction with Paddington Green (Drawing No. 277685-SK-015 Rev B).

Summary - Visibility splay at the Newcastle Place junction with Paddington Green is likely to be impacted upon by the presence of the building line and proposed tree planting, which could lead to a potential increased risk of side impact vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

Detail - The scheme drawing appears to indicate that a building line will be present at the immediate rear of the eastern footway of Paddington Green, together with a proposed tree on the north eastern corner of the Newcastle Place junction with Paddington Green. Whilst a visibility splay for the junction has not been indicated, it is likely that the building line and the proposed tree may impact upon the visibility splay to the right for drivers emerging from Newcastle Place into Paddington Green.

Whilst the Audit Team acknowledges that Newcastle Place will be used for residential deliveries and any taxi/car drop off, plus pedestrian and pedal cycle movements, concern arises that this situation could result in a potential increased risk of side impact vehicular collisions occurring between vehicles emerging from Newcastle Place and south bound Paddington Green vehicular traffic, whereby vehicle occupants could sustain personal injury.

RECOMMENDATION

It is Recommended that the proposed visibility splays for the Newcastle Place junction with Paddington Green should be determined, which should be added to the scheme drawings accordingly. The proposed visibility splays should be commensurate with the existing speed limit of Paddington Green and it is Recommended that physical features should not fall within the proposed visibility splays.

Alternatively, the proposed layout should be agreed with the Overseeing Organisation, i.e. the Local Highway Authority, Westminster City Council.

2.4 WALKING, CYCLING AND HORSE RIDING

2.4.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

2.5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

2.5.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS OFFERED IN THIS STAGE 1 ROAD SAFETY AUDIT

3.0 AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with DMRB GG 119.

ROAD SAFETY AUDIT TEAM LEADER

Adriano B. Cappella IEng, FIHE, MCIHT, MSoRSA, HA RSA Certificate of Competency

Signed : [redacted]

Associate Consultant

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

Redwood House

3 Eaton Park

Eaton Bray

Bedfordshire

LU6 2SP

Date : 23rd March 2021

ROAD SAFETY AUDIT TEAM MEMBER

Lisa Allen MSc, BEng (Hons), MCIHT, MSoRSA, HA RSA Certificate of Competency

Signed : [redacted]

Associate Consultant

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

Redwood House

3 Eaton Park

Eaton Bray

Bedfordshire

LU6 2SP

Date : 23rd March 2021

APPENDIX A

APPENDIX A

PADDINGTON GREEN POLICE STATION, NEWCASTLE PLACE, CITY OF WESTMINSTER

PROPOSED HIGHWAY WORKS

STAGE 1 ROAD SAFETY AUDIT

LIST OF ARUP DRAWINGS SUBMITTED FOR AUDITING

DRAWING NO.	**TITLE**
277685-SK-015 Rev B	Swept Path Analysis
277685-SK-020 Rev B	Indicative Stopping Up Plan

LIST OF SQUIRE & PARTNERS DRAWING REVIEWED AT THIS STAGE 1 ROAD SAFETY AUDIT

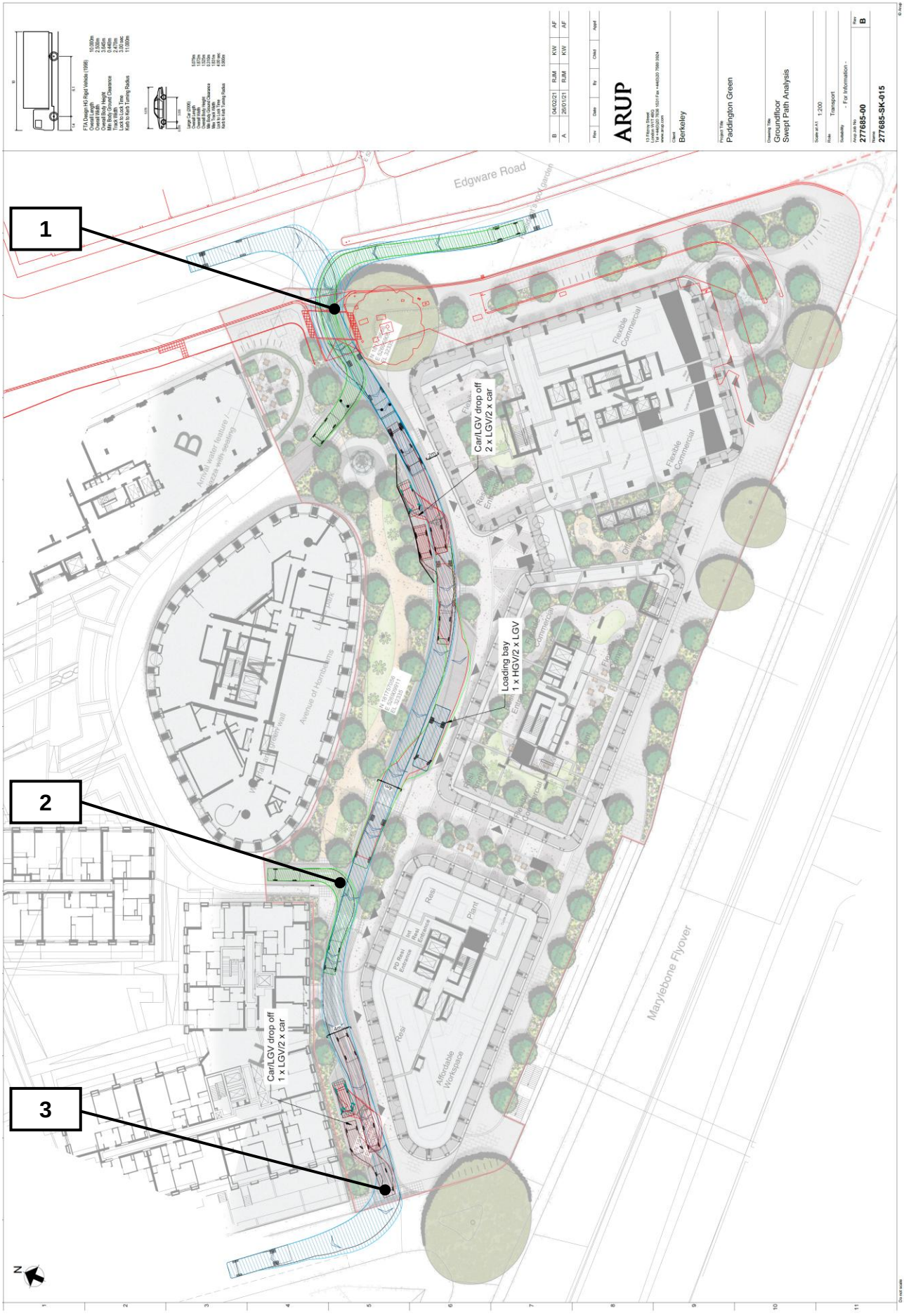
DRAWING NO.	**TITLE**
15044-SQP-ZZ-ZZ-RD-A-PP001	Site Location Plan

LIST OF DATA/INFORMATION REVIEWED AT THIS STAGE 1 ROAD SAFETY AUDIT

CrashMap - Paddington Area - Collision Data - Most Recent 5 Year Period - January 2021

APPENDIX B

APPENDIX B - PROBLEM LOCATION PLAN



Appendix B - Drawings

A1

N

Scale
1:250
0 5 10 15m

Gateway bosque terrace

Existing London Plane tree
& bus stop retained

B

A

H

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crossings

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plaza with seating

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Virtual Golf

Welfare
Area

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Apt.
I.0.01

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Entrance

Int
Resi
Entrance

Apt.
I.0.02

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Flexible
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1 x HGV/2 x LGV

Common Stair Lobby

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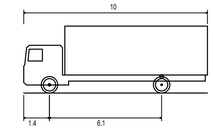
(MFS 20mph)



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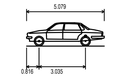

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C	01/03/21	RJM	KW	AF
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Client
Berkeley Homes
(Central London) Limited

Project Title
Paddington Green
Police Station

Drawing Title
Groundfloor
Swept Path Analysis

Scale at A1 1:200

Role Transport

Suitability - For Information -

Arup Job No **277685-00**

Rev **D**

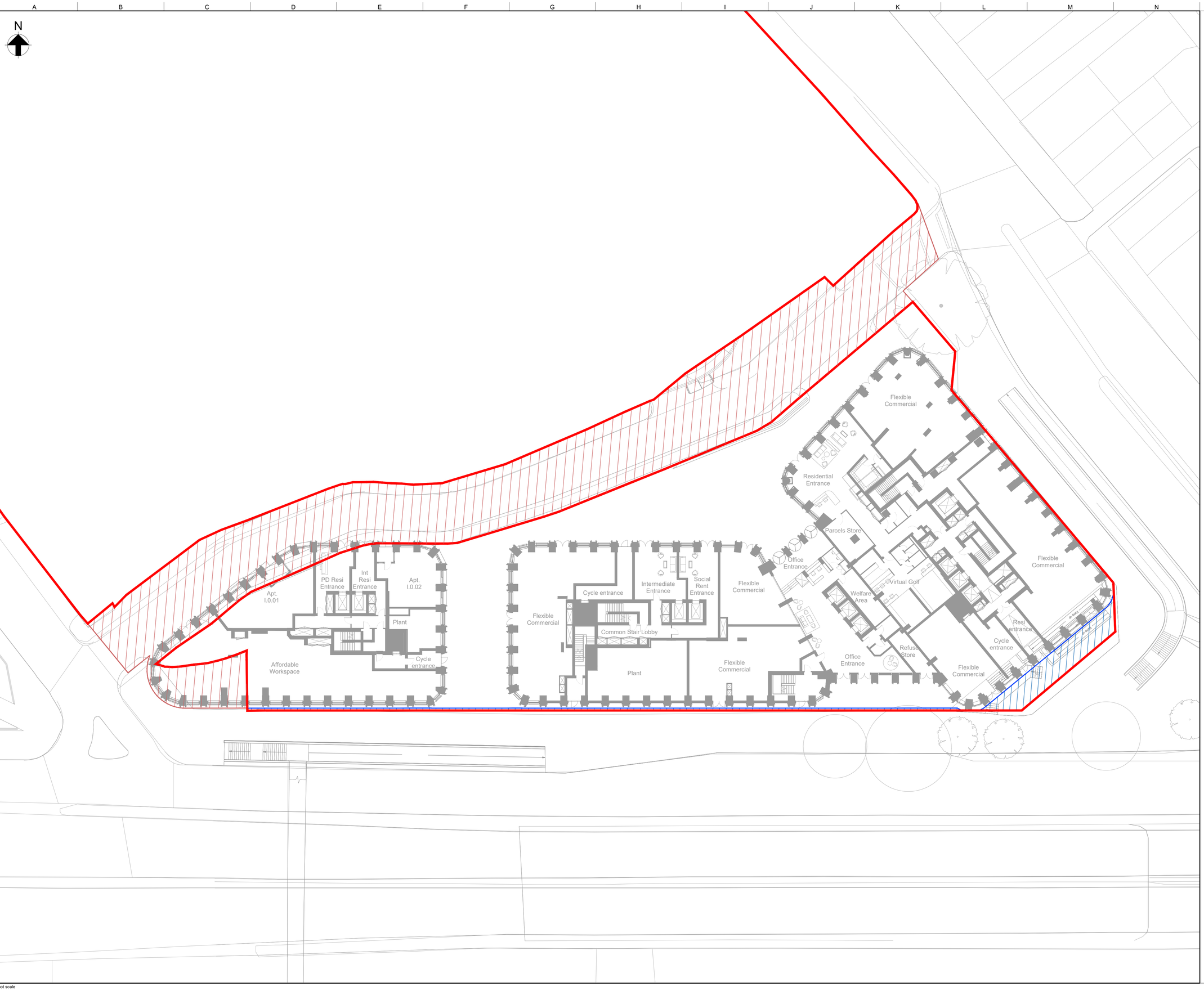
Name **277685-SK-015**

Do not scale

Appendix E

Stopping Up Drawing

A1



Key

- Highway Boundary based on City of Westminster PDF plan DP/HP/JRP/201604101
- Indicative Stopping up - S247
- Indicative area offered for adoption - TCPA S38

Rev	Date	By	Chkd	Appd
D	24/03/21	RJM	KW	AF
C	03/03/21	RJM	KW	AF
B	15/02/21	RJM	KW	AF
A	04/02/21	RJM	KW	AF

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London W1T 4BQ
Tel +44(0)20 7636 1531 Fax +44(0)20 7580 3924
www.arup.com

Client
Berkeley Homes
(Central London) Limited

Project Title
Paddington Green
Police Station

Drawing Title
Indicative Stopping Up Plan

Scale at A1 1:200

Role Transport

Suitability - For Information -

Arup Job No **277685-00**

Rev **D**

Name **277685-SK-020**

Do not scale

Appendix F

Healthy Streets Check

Key scoring rules ›

Healthy Streets Check

		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible
1	**Total volume of two way motorised traffic**	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	**There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.**	ⓘ	0	0	No change to existing situation.
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	1	Cyclists share carriageway space with vehicles. No change to existing situation.
3	**Speed of motorised traffic**	85th percentile speed is less than 20mph. **or** Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. **or** Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph. **or** Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph. **or** Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	**85th percentile speed is greater than 30mph.** **or** **Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.**	ⓘ	1	1	No change to existing situation.
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	Proposed scheme will deliver an improved public realm on Harrow Road, including trees and landscape which could improve impacts of traffic noise on road users.
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	2	Number of large vehicles are not expected to change significantly from current situation; there may be minor improvements on impacts of noise with the public realm improvements on Harrow Road.
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	2	NO2 concentration are not expected to change significantly from current situation; there may be minor improvements on impacts of NO2 on road users with the public realm improvements on Harrow Road.
7	**Reducing private car use**	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	–	ⓘ	1	1	No change to existing situation.
8	**Ease of crossing side roads for people walking**	Side roads are closed to motor traffic. **or** Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	**Side roads have no dropped kerbs.**	ⓘ	2	2	Barriers, refuge island and dropped kerbs are present at the Paddington Green/Harrow Road junction. Recently upgrade crossing faciltiy is provided at the Edgware Road/Harrow Road junction. The imporvement public realm and streetscape design will support ease of crossing side roads for pedestrians. No change is required from current provision.
9	**Mid-link crossings, to meet pedestrian desire lines**	All main pedestrian desire lines are provided for with crossings.	Only some of the main pedestrian desire lines are provided for with crossings.	No main pedestrian desire lines are provided for with pedestrian crossings.	–	ⓘ	2	2	Subway is present mid-link for crossing across Westway. Proposed development not expected to have implications to exisitng provision.

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	2	Crossing is uncontrolled on Paddington Green but a signalised crossing is provided on Edgware Road. Crossing provision is suitable and appropraite for the links. No change is required from current provision.
11	**Technology to optimise efficiency of movement** (pedestrians, cyclists, buses and general motor traffic)	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	–	ⓘ	1	1	No change on this link as a result of the proposed devleopment.
12	**Additional features to support people using controlled crossings**	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). **or** There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	ⓘ	2	2	Recent upgrade at Edgware Road/Harrow Road junction improved crossing provision to/from Harrow Road. Proposed development is not expected to provide any further features on this link.
13	**Width of clear continuous walking space**	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). **or** There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). **or** There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). **or** There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). **or** There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	**There is less than 1.5m clear width for walking.**	ⓘ	3	3	Top score is achieved as current provision supports sufficent footway width for the volume of pedestrian traffic. No change is required from current provision.
14	**Sharing of footway with people cycling**	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use. **or** Part or all of a footway less than 3m wide is designated as shared use.	–	◑	3	3	Top score is achieved as no part of footway is designed as shared use for walking and cycling.
15	**Collision risk between people cycling and turning motor vehicles**	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised. **and** At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions. **and** At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses. **and** At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	**At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.**	ⓘ	2	2	Signalised crossing at Edgware Road junction, but Paddington Green junction is uncontrolled. Cyclist movements are not separated from traffic but clear visibility is provided for any turning movements.
16	**Effective width for cycling**	**Where cycles are separated from other traffic,** the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	**Where cycles are separated from other traffic,** the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	**Where cycles are separated from other traffic,** the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is less than 3.2m.	**Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.**	ⓘ	3	3	Width of Harrow Road nearside carriageway is over 4.5m.
17	**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.**	ⓘ	2	2	Bus services generate roadside activities. This will remain in the future as per current arrangement.

18	**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).**	ⓘ	2	2	No change in quality of carriageway surface is proposed.
19	**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	3	Enhanced streetscape will improve overall quality of footway surface.
20	**Surveillance of public spaces**	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	–	ⓘ	2	3	The proposed development will create an active frontage with active and passive surveillance along Harrow Road.
21	**Lighting**	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. **and** Lighting of off-carriageway facilities for walking or cycling exceeds the same standards.	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	–	ⓘ	3	3	Lighting will be present on Harrow Road along the improved public realm.
22	**Provision of cycle parking**	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. **or** Cycle parking meets existing demand but is not accessible by all.	–	ⓘ	3	3	There are currently cycle parknig on Harrow Road. Proposed scheme will provide additional sheffield stands with imporved quality.
23	**Street trees**	**If assessing existing:** There are multiple trees, with canopies spaced less than 15m apart on average. **If assessing proposal:** All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. **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	3	The new roadside tree avenue will provide greening and a physical and visual buffer to the adjacent carriageway and Westway flyover
24	**Planting at footway-level** (excluding trees)	**If assessing existing:** There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). **If assessing proposal:** Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	**If assessing existing:** There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. **If assessing proposal:** Existing standalone greenery is to be retained.	**If assessing existing:** There is no planting, or existing planting is in a poor condition. **If assessing proposal:** No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	ⓘ	1	3	As above.
25	**Walking distance between resting points** (benches and other informal seating)	There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	–	ⓘ	1	1	No rest points are proposed along Harrow Road; however, rest points at the Edgware Road Junction Plaza and Newcastle Place are located within 100m.
26	**Walking distance between sheltered areas protecting from rain.** Including fixed awning or other shelter provided by buildings/infrastructure	There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	–	ⓘ	1	1	
					Are there any bus services running on this street? (Y/N) **If not, do not complete metrics 27-28**		Y	Y	**An answer is required here in order to generate results**

27	**Factors influencing bus passenger journey time**	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	ⓘ	2	2	Proposed devleopment is not expected to have significant impact of road traffic or bus journey time.
28	**Bus stop accessibility**	Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	–	ⓘ	3	3	Bus stop is currently located on Harrow Road with easy access to the waiting area and legible signage, and sufficient road width for waiting. Proposed scheme will further improve the waiting area.
				Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31			y	y	**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.	–	ⓘ	2	2	Bus stop on Harrow Road is approxiamtely 80m from Edgware Road staiton.
30	**Street-to-station step-free access**	All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	–	ⓘ	3	3	All entry points to staion and bus stops are step-free. However, note that Edgware Road station is not a step-free station.
31	**Support for interchange between cycling and underground/rail**	Secure cycle parking is provided close to station access points, and exceeding existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	ⓘ	2	3	There are currently cycle parknig provision close to station; proposed scheme will imporve quality of the cycle parking facilities. Active site frontage will provide active surveillence overlooking the cycle parking.
				If 'zero' scores (known road danger issues) remain, please explain why opposite:			1	1	***Insert design response for 'zero' scores here***

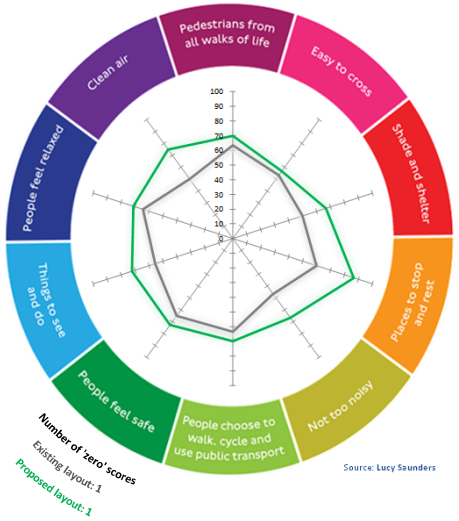
Healthy Streets Check Summary Results

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	63	70
Easy to cross	53	57
Shade and shelter	50	67
Places to stop and rest	60	87
Not too noisy	47	67
People choose to walk, cycle and use public transport	63	70
People feel safe	65	73
Things to see and do	56	72
People feel relaxed	64	71
Clean air	50	75
Overall Healthy Streets Check score	62	70
Number of 'zero' scores	1	1

Key scoring rules ›

Healthy Streets Check

		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible
1	**Total volume of two way motorised traffic**	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	**There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.**	ⓘ	3	3	Low traffic volume is expected.
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	3	Cyclists currently use the carriageway with general traffic along Newcastle Place. In the future, no large vehicles are expected on a typical day (refuse collection will take place in the basement and HGVs for residential deliveries are not expected to be a daily occurrence).
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	3	The proposed features such as bollards, shared use with other road users and the public realm will have positive impacts on speed restrictions.
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).	_	ⓘ	3	3	Proposed development is not expected to generate significant traffic flows on Newcastle Place / change traffic noise.
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	2	Proposed development is not expected to generate significant traffic flows on Newcastle Place / change traffic noise.
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	2	Enhanced landscaping along both sides of Newcastle Place would potentially imporve NO2 concentration on this link in the long run.
7	**Reducing private car use**	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	_	ⓘ	1	2	Currently, there is no restrictions on vehicles on Newcastle Place. The proposed scheme will only allow servicing vehicles and taxis on this link will bollards to control movements. Due to one-way nature of Newcastle Place, any vehicles which have entered by mistake will be escorted through to Paddington Green.
8	**Ease of crossing side roads for people walking**	Side roads are closed to motor traffic. or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	**Side roads have no dropped kerbs.**	ⓘ	2	2	Newcastle Place does not currently have any side road accesses, but a raised pedestrian crossing is provided by Edgware Road. The proposed arrangement will have side access and raised table crossings will be provided. Newcastle Place will be well intergrated with Paddington Green and Edgware Road with the new streetscape design.
9	**Mid-link crossings, to meet pedestrian desire lines**	All main pedestrian desire lines are provided for with crossings.	Only some of the main pedestrian desire lines are provided for with crossings.	No main pedestrian desire lines are provided for with pedestrian crossings.	_	ⓘ	1	3	Existing Newcastle Place does not have any mid-link crossings, but the traffic flows are low. The proposed Newcastle Place will have crossings and the low traffic volume and 'shared space' design will encourage pedestrians to cross safely and easily.

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	3	Traffic flows are low and crossings are uncontrolled.
11	**Technology to optimise efficiency of movement** (pedestrians, cyclists, buses and general motor traffic)	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	–	ⓘ	1	2	Proposed features on Newcastle Place including bollards and enhanced streetscape design are expected to improve efficiency of movements and priorities pedestrians.
12	**Additional features to support people using controlled crossings**	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). **or** There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	ⓘ	1	2	Step-free crossing across the link
13	**Width of clear continuous walking space**	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). **or** There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). **or** There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). **or** There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). **or** There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	**There is less than 1.5m clear width for walking.**	ⓘ	1	3	Existing footway on Newcastle Place is slightly less than 2m. Footways 2m to 5m will be provided in the proposed scheme. Sufficient footway space is proposed for the expected footfall on Newcastle Place.
14	**Sharing of footway with people cycling**	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use. **or** Part or all of a footway less than 3m wide is designated as shared use.	–	ⓘ	3	3	
15	**Collision risk between people cycling and turning motor vehicles**	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised. **and** At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions. **and** At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses. **and** At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	**At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.**	ⓘ	2	3	The proposed featuers such as bollards, shared use with other road users and the public realm will have positive impacts on speed restrictions; and segregation of vehicles and pedestrians.
16	**Effective width for cycling**	**Where cycles are separated from other traffic,** the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	**Where cycles are separated from other traffic,** the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	**Where cycles are separated from other traffic,** the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is less than 3.2m.	**Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.**	ⓘ	3	2	Existing carriagway is around 5.5m and the proposed scheme will be around 4m. No dedicated cycle lane is proposed given the low traffic volumes.
17	**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.**	ⓘ	2	2	There is occassional kerbside activity (laybys) but cyclists can maintain at least 1.0m clearance to vehicles.

18	**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).**	ⓘ	2	3	
19	**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).**	ⓘ	1	3	
20	**Surveillance of public spaces**	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	–	ⓘ	1	3	Active frontage from the proposed residential, retail and office space will offer active surveillence.
21	**Lighting**	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. **and** Lighting of off-carriageway facilities for walking or cycling exceeds the same standards.	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	–	ⓘ	3	3	
22	**Provision of cycle parking**	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. **or** Cycle parking meets existing demand but is not accessible by all.	–	ⓘ	2	2	
23	**Street trees**	**If assessing existing:** There are multiple trees, with canopies spaced less than 15m apart on average. **If assessing proposal:** All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. **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	3	Additional trees and landscaping will be provided along this link with the proposed scheme.
24	**Planting at footway-level** (excluding trees)	**If assessing existing:** There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). **If assessing proposal:** Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	**If assessing existing:** There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. **If assessing proposal:** Existing standalone greenery is to be retained.	**If assessing existing:** There is no planting, or existing planting is in a poor condition. **If assessing proposal:** No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	ⓘ	1	3	As above.
25	**Walking distance between resting points** (benches and other informal seating)	There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	–	ⓘ	1	2	Resting points are provided as part of the landscaping.
26	**Walking distance between sheltered areas protecting from rain.** Including fixed awning or other shelter provided by buildings/infrastructure	There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	–	ⓘ	1	2	
					Are there any bus services running on this street? (Y/N) **If not, do not complete metrics 27-28**		**N**	**N**	**An answer is required here in order to generate results**
27	**Factors influencing bus passenger journey time**	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	ⓘ			

28	**Bus stop accessibility**	Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	–	ⓘ		
				Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31			**N**	**N**	**An answer is required here in order to generate results**
29	**Bus stop connectivity with other public transport services**	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	ⓘ			
30	**Street-to-station step-free access**	All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	–	ⓘ			
31	**Support for interchange between cycling and underground/rail**	Secure cycle parking is provided close to station access points, and exceeding existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	ⓘ			
					If 'zero' scores (known road danger issues) remain, please explain why opposite:		**0**	**0**	***Insert design response for 'zero' scores here***

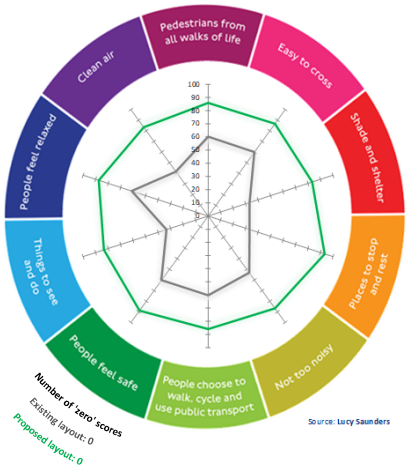
Healthy Streets Check Summary Results

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	60	86
Easy to cross	60	87
Shade and shelter	33	83
Places to stop and rest	33	93
Not too noisy	53	87
People choose to walk, cycle and use public transport	60	86
People feel safe	60	89
Things to see and do	33	83
People feel relaxed	61	88
Clean air	42	83
Overall Healthy Streets Check score	57	87
Number of 'zero' scores	0	0

Key scoring rules >

Healthy Streets Check

		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible
1	**Total volume of two way motorised traffic**	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	**There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.**	ⓘ	**0**	**0**	No change to general traffic volume on Edgware Road and it does not have any existing cycle lanes.
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**	**1**	Cyclists to Edgware Road with large vehicles.
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.**	ⓘ	**3**	**3**	New speed limit on Edgward Road is 20mph.
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**	Enhanced landscape e.g. trees may have minor positive impacts on traffic noise reduction.
5	**Noise from large vehicles**	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	_	ⓘ	**1**	**1**	Enhanced landscape e.g. trees may have minor positive impacts on traffic noise reduction.
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**	**2**	Enhanced landscape e.g. trees may have minor positive impacts on NO2 reduction.
7	**Reducing private car use**	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	_	ⓘ	**1**	**1**	No change to general traffic on Edgware Road.
8	**Ease of crossing side roads for people walking**	Side roads are closed to motor traffic. **or** Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	**Side roads have no dropped kerbs.**	ⓘ	**2**	**2**	Existing dropped kebs and raised table over Newcastle Place. Proposed will have improved streetscape.
9	**Mid-link crossings, to meet pedestrian desire lines**	All main pedestrian desire lines are provided for with crossings.	Only some of the main pedestrian desire lines are provided for with crossings.	No main pedestrian desire lines are provided for with pedestrian crossings.	_	ⓘ	**1**	**1**	No mid-link crossings at this section of Edgware Road.

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	2	No change to ped crossing provision on Edgware Road
11	**Technology to optimise efficiency of movement** (pedestrians, cyclists, buses and general motor traffic)	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	–	ⓘ	1	1	N/A
12	**Additional features to support people using controlled crossings**	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). **or** There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	ⓘ	1	1	N/A
13	**Width of clear continuous walking space**	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). **or** There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). **or** There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). **or** There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). **or** There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	**There is less than 1.5m clear width for walking.**	ⓘ	2	3	Proposed streetscape on Edgware Road footway will provide extened footway width due to removal of subway.
14	**Sharing of footway with people cycling**	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use. **or** Part or all of a footway less than 3m wide is designated as shared use.	–	◐	3	3	No part is shared between peds and cyclists.
15	**Collision risk between people cycling and turning motor vehicles**	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised. **and** At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions. **and** At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses. **and** At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	**At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.**	ⓘ	2	2	The proposed bollards at Newcastle Place will reduce turning movements from Edgware Road. Public realm enhancements would have positive impacts on speed restrictions; and segregation of vehicles and pedestrians.
16	**Effective width for cycling**	**Where cycles are separated from other traffic,** the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	**Where cycles are separated from other traffic,** the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	**Where cycles are separated from other traffic,** the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is less than 3.2m.	**Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.**	ⓘ	3	3	
17	**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.**	ⓘ	2	2	

18	**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).**	ⓘ	**2**	**2**	No change to carriageway surface on Edgware Road.
19	**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**	**3**	Proposed improvements on the western side of Edgware Road .
20	**Surveillance of public spaces**	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	–	ⓘ	**2**	**3**	Better surveillance from the proposed development compared to existing police station.
21	**Lighting**	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. **and** Lighting of off-carriageway facilities for walking or cycling exceeds the same standards.	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	–	ⓘ	**3**	**3**	
22	**Provision of cycle parking**	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. **or** Cycle parking meets existing demand but is not accessible by all.	–	ⓘ	**3**	**3**	
23	**Street trees**	**If assessing existing:** There are multiple trees, with canopies spaced less than 15m apart on average. **If assessing proposal:** All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. **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**	**3**	Additional trees and landscaping will be provided along this link with the proposed scheme.
24	**Planting at footway-level** (excluding trees)	**If assessing existing:** There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). **If assessing proposal:** Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	**If assessing existing:** There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. **If assessing proposal:** Existing standalone greenery is to be retained.	**If assessing existing:** There is no planting, or existing planting is in a poor condition. **If assessing proposal:** No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	ⓘ	**1**	**3**	As above
25	**Walking distance between resting points** (benches and other informal seating)	There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	–	ⓘ	**1**	**2**	No rest points are proposed along Edgware Road; however, rest points at the Edgware Road Junction Plaza and Newcastle Place are located within 100m.
26	**Walking distance between sheltered areas protecting from rain.** Including fixed awning or other shelter provided by buildings/infrastructure	There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	–	ⓘ	**1**	**2**	New building blocks provide shelters.
					Are there any bus services running on this street? (Y/N) If not, do not complete metrics 27-28		**Y**	**Y**	**An answer is required here in order to generate results**
27	**Factors influencing bus passenger journey time**	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	ⓘ	**3**	**3**	Proposed devleopment is not expected to have significant impact on road traffic or bus journey time.

28	**Bus stop accessibility**	Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	–	ⓘ	3	3	Bus stop's current location is easily accessible to site users with legible signage.
				Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31			Y	Y	**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.	–	ⓘ	3	3	
30	**Street-to-station step-free access**	All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	–	ⓘ	1	1	
31	**Support for interchange between cycling and underground/rail**	Secure cycle parking is provided close to station access points, and exceeding existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	ⓘ	2	2	
				If 'zero' scores (known road danger issues) remain, please explain why opposite:			1	1	***Insert design response for 'zero' scores here***

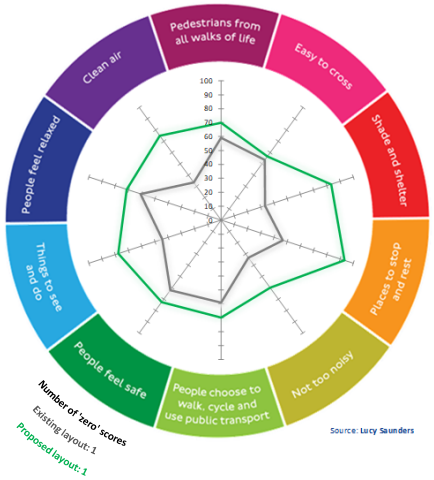
Healthy Streets Check Summary Results

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	59	70
Easy to cross	53	57
Shade and shelter	33	83
Places to stop and rest	47	93
Not too noisy	33	60
People choose to walk, cycle and use public transport	59	70
People feel safe	62	73
Things to see and do	44	78
People feel relaxed	61	71
Clean air	33	75
Overall Healthy Streets Check score	57	71
Number of 'zero' scores	1	1

Key scoring rules ›

Healthy Streets Check

		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible
1	**Total volume of two way motorised traffic**	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	**There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.**	ⓘ	3	3	Low traffic volume is expected.
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	3	Cyclists currently use the carriageway with general traffic along Newcastle Place. In the future, no large vehicles are expected on a typical day (refuse collection will take place in the basement and HGVs for residential deliveries are not expected to be a daily occurrence).
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	3	The proposed features such as bollards, shared use with other road users and the public realm will have positive impacts on speed restrictions.
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).	_	ⓘ	3	3	Proposed development is not expected to generate significant traffic flows on Newcastle Place / change traffic noise.
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	2	Proposed development is not expected to generate significant traffic flows on Newcastle Place / change traffic noise.
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	2	Enhanced landscaping along both sides of Newcastle Place would potentially imporve NO2 concentration on this link in the long run.
7	**Reducing private car use**	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	_	ⓘ	1	2	Currently, there is no restrictions on vehicles on Newcastle Place. The proposed scheme will only allow servicing vehicles and taxis on this link will bollards to control movements. Due to one-way nature of Newcastle Place, any vehicles which have entered by mistake will be escorted through to Paddington Green.
8	**Ease of crossing side roads for people walking**	Side roads are closed to motor traffic. or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	**Side roads have no dropped kerbs.**	ⓘ	2	2	Newcastle Place does not currently have any side road accesses, but a raised pedestrian crossing is provided by Edgware Road. The proposed arrangement will have side access and raised table crossings will be provided. Newcastle Place will be well intergrated with Paddington Green and Edgware Road with the new streetscape design.
9	**Mid-link crossings, to meet pedestrian desire lines**	All main pedestrian desire lines are provided for with crossings.	Only some of the main pedestrian desire lines are provided for with crossings.	No main pedestrian desire lines are provided for with pedestrian crossings.	_	ⓘ	1	3	Existing Newcastle Place does not have any mid-link crossings, but the traffic flows are low. The proposed Newcastle Place will have crossings and the low traffic volume and 'shared space' design will encourage pedestrians to cross safely and easily.

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	3	Traffic flows are low and crossings are uncontrolled.
11	**Technology to optimise efficiency of movement** (pedestrians, cyclists, buses and general motor traffic)	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	–	ⓘ	1	2	Proposed features on Newcastle Place including bollards and enhanced streetscape design are expected to improve efficiency of movements and priorities pedestrians.
12	**Additional features to support people using controlled crossings**	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). **or** There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	ⓘ	1	2	Step-free crossing across the link
13	**Width of clear continuous walking space**	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). **or** There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). **or** There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). **or** There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). **or** There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	**There is less than 1.5m clear width for walking.**	ⓘ	1	3	Existing footway on Newcastle Place is slightly less than 2m. Footways 2m to 5m will be provided in the proposed scheme. Sufficient footway space is proposed for the expected footfall on Newcastle Place.
14	**Sharing of footway with people cycling**	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use. **or** Part or all of a footway less than 3m wide is designated as shared use.	–	ⓘ	3	3	
15	**Collision risk between people cycling and turning motor vehicles**	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised. **and** At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions. **and** At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses. **and** At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	**At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.**	ⓘ	2	3	The proposed featuers such as bollards, shared use with other road users and the public realm will have positive impacts on speed restrictions; and segregation of vehicles and pedestrians.
16	**Effective width for cycling**	**Where cycles are separated from other traffic,** the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	**Where cycles are separated from other traffic,** the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	**Where cycles are separated from other traffic,** the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is less than 3.2m.	**Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.**	ⓘ	3	2	Existing carriagway is around 5.5m and the proposed scheme will be around 4m. No dedicated cycle lane is proposed given the low traffic volumes.
17	**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.**	ⓘ	2	2	There is occassional kerbside activity (laybys) but cyclists can maintain at least 1.0m clearance to vehicles.

18	**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).**	ⓘ	2	3	
19	**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).**	ⓘ	1	3	
20	**Surveillance of public spaces**	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	–	ⓘ	1	3	Active frontage from the proposed residential, retail and office space will offer active surveillence.
21	**Lighting**	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. **and** Lighting of off-carriageway facilities for walking or cycling exceeds the same standards.	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	–	ⓘ	3	3	
22	**Provision of cycle parking**	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. **or** Cycle parking meets existing demand but is not accessible by all.	–	ⓘ	2	2	
23	**Street trees**	**If assessing existing:** There are multiple trees, with canopies spaced less than 15m apart on average. **If assessing proposal:** All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. **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	3	Additional trees and landscaping will be provided along this link with the proposed scheme.
24	**Planting at footway-level** (excluding trees)	**If assessing existing:** There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). **If assessing proposal:** Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	**If assessing existing:** There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. **If assessing proposal:** Existing standalone greenery is to be retained.	**If assessing existing:** There is no planting, or existing planting is in a poor condition. **If assessing proposal:** No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	ⓘ	1	3	As above.
25	**Walking distance between resting points** (benches and other informal seating)	There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	–	ⓘ	1	2	Resting points are provided as part of the landscaping.
26	**Walking distance between sheltered areas protecting from rain.** Including fixed awning or other shelter provided by buildings/infrastructure	There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	–	ⓘ	1	2	
					Are there any bus services running on this street? (Y/N) **If not, do not complete metrics 27-28**		**N**	**N**	**An answer is required here in order to generate results**
27	**Factors influencing bus passenger journey time**	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	ⓘ			

28	**Bus stop accessibility**	Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	–	ⓘ		
				Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31			**N**	**N**	**An answer is required here in order to generate results**
29	**Bus stop connectivity with other public transport services**	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	ⓘ			
30	**Street-to-station step-free access**	All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	–	ⓘ			
31	**Support for interchange between cycling and underground/rail**	Secure cycle parking is provided close to station access points, and exceeding existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	ⓘ			
					If 'zero' scores (known road danger issues) remain, please explain why opposite:		**0**	**0**	***Insert design response for 'zero' scores here***

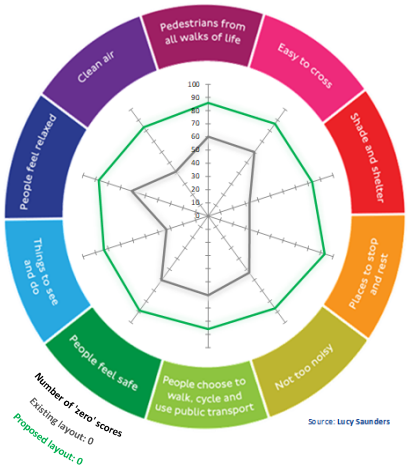
Healthy Streets Check Summary Results

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	60	86
Easy to cross	60	87
Shade and shelter	33	83
Places to stop and rest	33	93
Not too noisy	53	87
People choose to walk, cycle and use public transport	60	86
People feel safe	60	89
Things to see and do	33	83
People feel relaxed	61	88
Clean air	42	83
Overall Healthy Streets Check score	57	87
Number of 'zero' scores	0	0