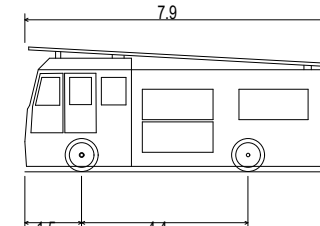
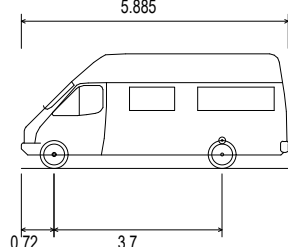


FTA Design HG Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to Lock Time 3.00 sec
Kerb to Kerb Turning Radius 11.000m



Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to Lock Time 4.00s
Wall to Wall Turning Radius 8.350m



4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to Lock Time 4.00 sec
Kerb to Kerb Turning Radius 6.000m

- Key
- Tree canopy
 - Root protection area

A	11/10/22	DB	SY	AF
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Rev	Date	By	Chkd	Appd
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ARUP

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Client
Berkeley Homes
(Central London) Limited

Project Title
Paddington Green Police Station

Drawing Title
Loop Road Review
Swept Path Analysis

Scale at A1		1:200
Role		
Transport		
Suitability		
- For Information -		
Arup Job No		Rev
277685-00		A
Name		
277685-SK-057		

Appendix E

Stage 1 Road Safety Audit



**ACORNS
PROJECTS
LIMITED**



**Paddington Green Police Station, Newcastle Place, City of Westminster
Proposed Access and Loop Road
Revised Scheme Stage 1 Road Safety Audit**

For Arup

Prepared by Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

NOVEMBER 2022

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants
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Version No: 1.0

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Revision History

This document has the following history:

Version No.	Version Date	Summary of Changes	Changes marked
1.0	01/11/2022	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
Stephanie Yu	Transport Planner - Arup
Andy Ford	Associate Director - Arup
Sean Dwyer	Westminster City Council
Clara Rose-Wright	Berkeley Homes (Central London) Limited

1.0 INTRODUCTION

1.1 This report results from a Revised Scheme Stage 1 Road Safety Audit carried out on the Paddington Green Police Station, Newcastle Place, City of Westminster, Proposed Access and Loop Road 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 It is proposed that the loop road which is currently used for residential (taxi) pickup/drop offs, will be used for servicing vehicles access in the new proposals. The loop road will have one-way east-west arrangement. Vehicles will enter from the eastern junction and exit from the western junction and continue onto the Paddington Green/Newcastle Place junction. The proposals will enable servicing vehicle access to the development from Edgware Road, and egress onto Paddington Green, via the loop road. The proposals will also provide a fire route for fire appliances and a rejection lane for large trucks that may inadvertently access the site from Edgware Road.

1.3 The Road Safety 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 October and November 2022. The Audit was undertaken in accordance with the Road Safety Audit Brief contained within the Design Organisation E-Mail to Acorns Projects Limited dated the 18th October 2022. The Audit comprised an examination of the drawings and document provided by the Design Organisation and, are listed in Appendix A.

1.5 The drawings and document consisted of a copy of the swept path analysis, the proposed arrangement, forward visibility and, the October 2022 Arup Road Safety Audit Brief. Copies of the drawings at both A3 and A4 size were provided for the Audit Team's use. Road traffic collision data and vehicular traffic flow data is contained within the October 2022 Arup Road Safety Audit Brief document. Pedestrian and pedal cycle flow information and public transport information has not been provided for the purposes of this Revised Scheme 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 25th October 2022 by both Audit Team Members together. During the afternoon site visit, the weather was chilly with some rainfall and, the existing carriageway surface was wet. Vehicular traffic conditions at the time of the afternoon site visit were observed to be very light within the development site area. A couple of pedestrians and one pedal cyclist were observed during the afternoon site visit within the development site area.
- 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** The scheme drawing shown in Appendix B is for context purposes only.
- 1.10** Issues identified, and observations made during this Revised Scheme 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. In this regard, the Audit Team have made reference to one issue identified and observation made as referred to in a Covering Letter to the Design Organisation dated the 18th November 2022. This Covering Letter should be provided to the Overseeing Organisation, i.e. the Local Highway Authority, Westminster City Council and be considered in conjunction with this Revised Scheme Stage 1 Road Safety Audit Report.

2.0 ITEMS RAISED AT A PREVIOUS STAGE 1 ROAD SAFETY AUDIT

- 2.1** The safety aspects of the Paddington Green Police Station, Newcastle Place, City of Westminster, Proposed Highway Works Project were the subject of comment in the February 2021 Stage 1 Road Safety Audit undertaken by Acorns Projects Limited.
- 2.2** A Road Safety Audit Response Report to the February 2021 Stage 1 Road Safety Audit undertaken by Acorns Projects Limited has not been provided for review at this Revised Scheme Stage 1 Road Safety Audit.
- 2.3** However, following the February 2021 Stage 1 Road Safety Audit undertaken by Acorns Projects Limited, the scheme proposals have been the subject of numerous revisions, thus resulting in the requirement for this Revised Scheme Stage 1 Road Safety Audit Report to be undertaken.

3.0 ITEMS RAISED AT THIS REVISED SCHEME STAGE 1 ROAD SAFETY AUDIT

3.1 LOCAL ALIGNMENT

3.1.1 No Problems identified in this category at this Revised Scheme Stage 1 Road Safety Audit.

3.2 GENERAL

3.2.1 No Problems identified in this category at this Revised Scheme Stage 1 Road Safety Audit.

3.3 JUNCTIONS

3.3.1 No Problems identified in this category at this Revised Scheme Stage 1 Road Safety Audit.

3.4 WALKING, CYCLING AND HORSE RIDING

3.4.1 No Problems identified in this category at this Revised Scheme Stage 1 Road Safety Audit.

3.5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

3.5.1 No Problems identified in this category at this Revised Scheme Stage 1 Road Safety Audit.

**END OF REPORT - NO PROBLEMS IDENTIFIED OR RECOMMENDATIONS OFFERED IN THIS REVISED SCHEME
STAGE 1 ROAD SAFETY AUDIT**

4.0 ROAD SAFETY 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 :

Director

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

Redwood House

3 Eaton Park

Eaton Bray

Bedfordshire

LU6 2SP

Date : 18th November 2022

ROAD SAFETY AUDIT TEAM MEMBER

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



Signed :

Associate Consultant

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

Redwood House

3 Eaton Park

Eaton Bray

Bedfordshire

LU6 2SP

Date : 18th November 2022

APPENDIX A

APPENDIX A

PADDINGTON GREEN POLICE STATION, NEWCASTLE PLACE, CITY OF WESTMINSTER

PROPOSED ACCESS AND LOOP ROAD

REVISED SCHEME STAGE 1 ROAD SAFETY AUDIT

LIST OF ARUP DRAWINGS SUBMITTED FOR AUDITING

DRAWING NO.	TITLE
277685-SK-057 Rev A	Swept Path Analysis
277685-SK-058 Rev A	Proposed Arrangement
277685-SK-059 Rev A	Forward Visibility

LIST OF DOCUMENT REVIEWED AT THIS REVISED SCHEME STAGE 1 ROAD SAFETY AUDIT

Arup - Paddington Green Police Station Site - Road Safety Audit Brief - October 2022

APPENDIX B

A1









Appendix F

Healthy Street Designer's 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	
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	Newcastle Place is proposed to be closed off for general vehicular access. Only emergency vehicles and very occasionally HGVs would use the landscaped route. However, the western side of Newcastle Place will remain open for taxi / cars for dropoffs/ pick ups, as well as residential deliveries. The traffic volume is expected to be low.
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.	<p>The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm.</p> <p><u>or</u></p> <p>The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either:</p> <ul style="list-style-type: none"> - 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. 	<p>The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either:</p> <ul style="list-style-type: none"> - 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.
3	Speed of motorised traffic	<p>85th percentile speed is less than 20mph.</p> <p><u>or</u></p> <p>Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further.</p> <p><u>or</u></p> <p>Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.</p>	<p>85th percentile speed is 20 to 25mph.</p> <p><u>or</u></p> <p>Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.</p>	<p>85th percentile speed is 25 to 30mph.</p> <p><u>or</u></p> <p>Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.</p>	<p>85th percentile speed is greater than 30mph.</p> <p><u>or</u></p> <p>Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.</p>		2	3	Vehicles are expected to travel at a slow speed due to the visibility around the bend from the loop road onto western section of Newcastle Place.
4	Traffic noise based on peak hour motorised traffic volumes	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	—		3	3	Traffic limited to taxi / cars for dropoffs/ pick ups, as well as residential deliveries, via the the western side of Newcastle Place. Expected traffic volume to be low.
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	3	Traffic limited to taxi / cars for dropoffs/ pick ups, as well as residential deliveries, via the the western side of Newcastle Place. All large vehicles to the site will use another site access.

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 <u>or</u> 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 <u>or</u> 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	3	Traffic limited to taxi / cars for dropoffs/ pick ups, as well as residential deliveries, via the the western side of Newcastle Place. Expected traffic volume to be low.
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	No access to general vehicles; traffic expected on Newcastle Place (western sectin) is limited to cars for dropoffs/ pick ups
8	Ease of crossing side roads for people walking	Side roads are closed to motor traffic. <u>or</u> 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	The revised Newcastle Place design integrates with the public realm across the site that emphasises on creating pedestrian focused environment. There are crossings provided on both ends of Newcastle Place. 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. <u>or</u> A Zebra or parallel crossing is provided. <u>or</u> 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. <u>or</u> Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. <u>or</u> 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. <u>or</u> 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). <u>or</u> 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	3	The revised Newcastle Place design integrates with the public realm across the site that emphasises on creating pedestrian focused environment. There are also 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). <u>or</u> There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). <u>or</u> 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). <u>or</u> 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). <u>or</u> 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. The revised Newcastle Place design integrates with the public realm across the site that emphasises on creating pedestrian focused environment. 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. <u>or</u> 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. <u>and</u> 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. <u>and</u> 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. <u>and</u> 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	<p>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).</p> <p>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.</p>	<p>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).</p> <p>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.</p>	<p>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).</p> <p>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.</p>	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	Existing carriageway is around 5.5m and the proposed scheme will provide an improved public realm for cyclists with space of circa 4.7m in width. No dedicated cycle lane is proposed given the low traffic volumes and shared use nature.
17	Impact of kerbside activity on cycling	<p>There is no kerbside activity.</p> <p>or People cycling are physically separated from parking or loading facilities.</p>	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) at each end of Newcastle Place but cyclists can maintain at least 1.0m clearance to vehicles.
18	Quality of carriageway surface	<p>The carriageway surface is even and smooth, with sufficient skid resistance.</p> <p>or There are defects but resurfacing of the whole carriageway is proposed.</p>	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	<p>There is an even and level surface for walking on footways.</p> <p>or There are defects but resurfacing of the whole footway is proposed.</p>	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 and commercial space will offer active surveillance in the daytime and night time.
21	Lighting	<p>Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201.</p> <p>and Lighting of off-carriageway facilities for walking or cycling exceeds the same standards.</p>	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. <u>or</u> Cycle parking meets existing demand but is not accessible by all.	–		2	2	
23	Street trees	<p>If assessing existing: There are multiple trees, with canopies spaced less than 15m apart on average.</p> <p>If assessing proposal: All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies.</p> <p><u>or</u> All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.</p>	<p>If assessing existing: There are multiple trees, with canopies spaced more than 15m apart on average.</p> <p>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.</p> <p><u>or</u> All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.</p>	<p>If assessing existing: There are no trees, or only one tree.</p> <p>If assessing proposal: There are no existing or proposed trees.</p> <p><u>or</u> The number of trees has been reduced.</p>	–		1	3	Additional trees and landscaping will be provided along this link with the proposed scheme.
24	Planting at footway-level (excluding trees)	<p>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).</p> <p>If assessing proposal: Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.</p>	<p>If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species.</p> <p>If assessing proposal: Existing standalone greenery is to be retained.</p>	<p>If assessing existing: There is no planting, or existing planting is in a poor condition.</p> <p>If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.</p>	–		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

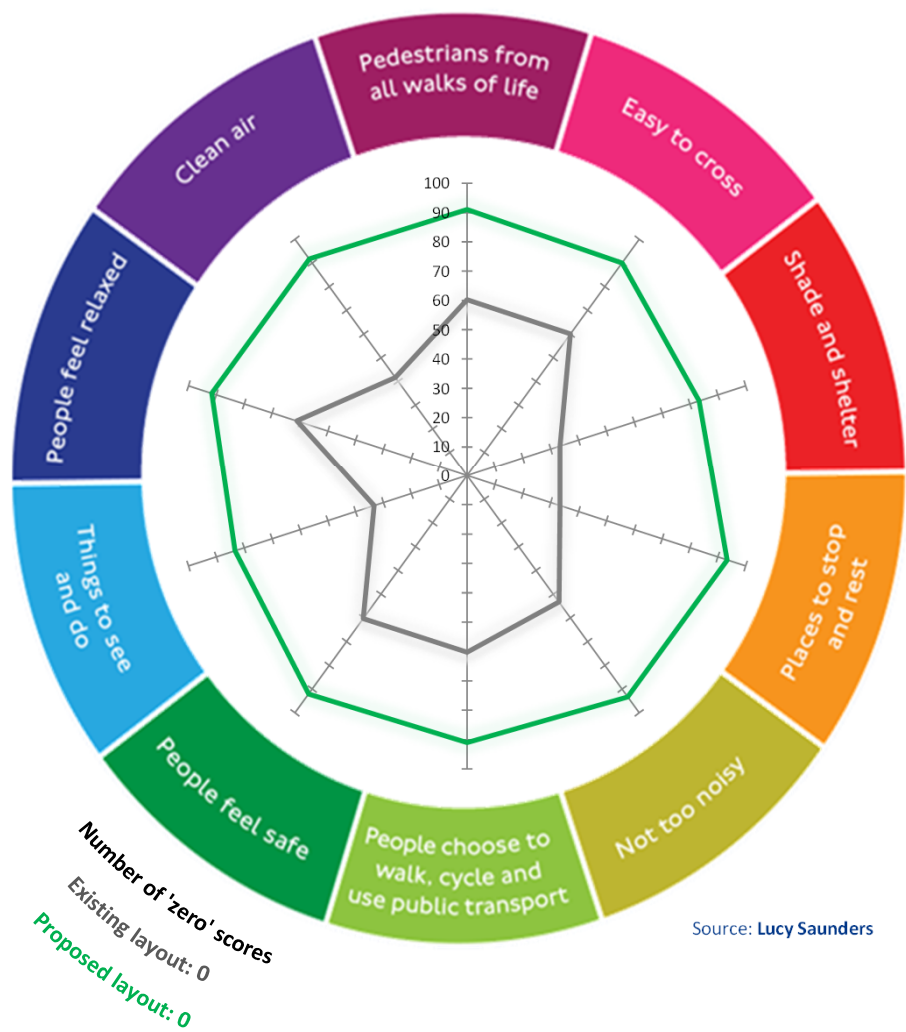
Healthy Streets
Check Summary
Results

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	91
Easy to cross	60	90
Shade and shelter	33	83
Places to stop and rest	33	93
Not too noisy	53	93
People choose to walk, cycle and use public transport	60	91
People feel safe	60	92
Things to see and do	33	83
People feel relaxed	61	92
Clean air	42	92
Overall Healthy Streets Check score	57	91
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	
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 facilitiy is provided at the Edgware Road/Harrow Road junction. The improvment 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.	–	①	2	2	Subway is present mid-link for crossing across Westway. Proposed development not expected to have implications to existing provision.
10	Type and suitability of pedestrian crossings away from junctions	<p>Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour.</p> <p><u>or</u></p> <p>A Zebra or parallel crossing is provided.</p> <p><u>or</u></p> <p>Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.</p>	<p>Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour.</p> <p><u>or</u></p> <p>Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit.</p> <p><u>or</u></p> <p>Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit.</p>	<p>Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour.</p> <p><u>or</u></p> <p>Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.</p>	–	①	2	2	Crossing is uncontrolled on Paddington Green but a signalised crossing is provided on Edgware Road. Crossing provision is suitable and appropriate 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	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).	<p>Controlled crossings have no additional features to enhance their quality (please see scoring guidance).</p> <p><u>or</u></p> <p>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.</p>	–	①	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	<p>There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour).</p> <p><u>or</u></p> <p>There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour).</p> <p><u>or</u></p> <p>There is 3m or more in busy locations (flows of >1200 pedestrians an hour).</p>	<p>There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour).</p> <p><u>or</u></p> <p>There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).</p>	<p>There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour).</p> <p><u>or</u></p> <p>There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).</p>	There is less than 1.5m clear width for walking.	①	3	3	Top score is achieved as current provision supports sufficient 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.	<p>Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use.</p> <p><u>or</u></p> <p>Part or all of a footway less than 3m wide is designated as shared use.</p>	–	①	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	<p>Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised.</p> <p><u>and</u></p> <p>At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.</p>	<p>Some measures are in place to reduce turning movements by motor vehicles at priority junctions.</p> <p><u>and</u></p> <p>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.</p>	<p>There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses.</p> <p><u>and</u></p> <p>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.</p>	At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.	①	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	<p>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).</p> <p>Otherwise:</p> <p>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.</p>	<p>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).</p> <p>Otherwise:</p> <p>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.</p>	<p>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).</p> <p>Otherwise:</p> <p>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.</p>	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.	①	3	3	Width of Harrow Road nearside carriageway is over 4.5m.

17	Impact of kerbside activity on cycling	<p>There is no kerbside activity.</p> <p>or</p> <p>People cycling are physically separated from parking or loading facilities.</p>	<p>There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.</p>	<p>There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.</p>	<p>People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading.</p>	<p>❗</p>	2	2	<p>Bus services generate roadside activities. This will remain in the future as per current arrangement.</p>
18	Quality of carriageway surface	<p>The carriageway surface is even and smooth, with sufficient skid resistance.</p> <p>or</p> <p>There are defects but resurfacing of the whole carriageway is proposed.</p>	<p>There are a few minor defects in the carriageway surface (please see scoring guidance).</p>	<p>There are many minor defects in the carriageway surface (please see scoring guidance).</p>	<p>There are major defects in the carriageway surface (please see scoring guidance).</p>	<p>❗</p>	2	2	<p>No change in quality of carriageway surface is proposed.</p>
19	Quality of footway surface	<p>There is an even and level surface for walking on footways.</p> <p>or</p> <p>There are defects but resurfacing of the whole footway is proposed.</p>	<p>There are a few minor defects in the footway surface (please see scoring guidance).</p>	<p>There are many minor defects in the footway surface (please see scoring guidance).</p>	<p>There are major defects in the footway surface (please see scoring guidance).</p>	<p>❗</p>	2	3	<p>Enhanced streetscape will improve overall quality of footway surface.</p>
20	Surveillance of public spaces	<p>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.</p>	<p>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.</p>	<p>There is poor surveillance – because few buildings overlook the street or space, there is little activity.</p>	<p>–</p>	<p>❗</p>	2	3	<p>The proposed development will create an active frontage with active and passive surveillance along Harrow Road.</p>
21	Lighting	<p>Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201.</p> <p>and</p> <p>Lighting of off-carriageway facilities for walking or cycling exceeds the same standards.</p>	<p>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.</p>	<p>Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.</p>	<p>–</p>	<p>❗</p>	3	3	<p>Lighting will be present on Harrow Road along the improved public realm.</p>
22	Provision of cycle parking	<p>Cycle parking exceeds existing demand and is accessible by all.</p>	<p>Cycle parking meets existing demand and is accessible by all.</p>	<p>Cycle parking does not meet existing demand.</p> <p>or</p> <p>Cycle parking meets existing demand but is not accessible by all.</p>	<p>–</p>	<p>❗</p>	3	3	<p>There are currently cycle parknig on Harrow Road. Proposed scheme will provide additional sheffield stands with imporved quality.</p>
23	Street trees	<p>If assessing existing:</p> <p>There are multiple trees, with canopies spaced less than 15m apart on average.</p> <p>If assessing proposal:</p> <p>All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies.</p> <p>or</p> <p>All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.</p>	<p>If assessing existing:</p> <p>There are multiple trees, with canopies spaced more than 15m apart on average.</p> <p>If assessing proposal:</p> <p>Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased.</p> <p>or</p> <p>All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.</p>	<p>If assessing existing:</p> <p>There are no trees, or only one tree.</p> <p>If assessing proposal:</p> <p>There are no existing or proposed trees.</p> <p>or</p> <p>The number of trees has been reduced.</p>	<p>–</p>	<p>❗</p>	2	3	<p>The new roadside tree avenue will provide greening and a physical and visual buffer to the adjacent carriageway and Westway flyover</p>
24	Planting at footway-level (excluding trees)	<p>If assessing existing:</p> <p>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).</p> <p>If assessing proposal:</p> <p>Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.</p>	<p>If assessing existing:</p> <p>There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species.</p> <p>If assessing proposal:</p> <p>Existing standalone greenery is to be retained.</p>	<p>If assessing existing:</p> <p>There is no planting, or existing planting is in a poor condition.</p> <p>If assessing proposal:</p> <p>No green infrastructure is proposed, or the size of existing greenery is to be reduced.</p>	<p>–</p>	<p>❗</p>	1	3	<p>As above.</p>
25	Walking distance between resting points (benches and other informal seating)	<p>There is less than 50m between resting points.</p>	<p>There is between 50m and 150m between resting points.</p>	<p>There is more than 150m between resting points.</p>	<p>–</p>	<p>❗</p>	1	1	<p>No rest points are proposed along Harrow Road; however, rest points at the Edgware Road Junction Plaza and Newcastle Place are located within 100m.</p>

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 surveillance 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

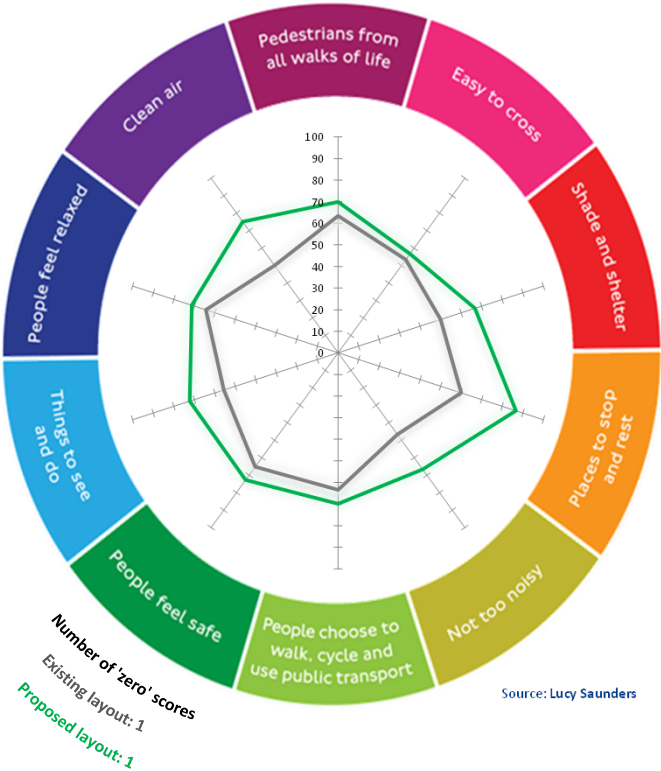
Healthy Streets Check Summary Results

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	
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	<p>Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour.</p> <p><u>or</u></p> <p>A Zebra or parallel crossing is provided.</p> <p><u>or</u></p> <p>Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.</p>	<p>Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour.</p> <p><u>or</u></p> <p>Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit.</p> <p><u>or</u></p> <p>Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit.</p>	<p>Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour.</p> <p><u>or</u></p> <p>Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.</p>	–	①	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	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).	<p>Controlled crossings have no additional features to enhance their quality (please see scoring guidance).</p> <p><u>or</u></p> <p>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.</p>	–	①	1	1	N/A
13	Width of clear continuous walking space	<p>There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour).</p> <p><u>or</u></p> <p>There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour).</p> <p><u>or</u></p> <p>There is 3m or more in busy locations (flows of >1200 pedestrians an hour).</p>	<p>There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour).</p> <p><u>or</u></p> <p>There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).</p>	<p>There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour).</p> <p><u>or</u></p> <p>There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).</p>	There is less than 1.5m clear width for walking.	①	2	3	Proposed streetscape on Edgware Road footway will provide extended 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.	<p>Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use.</p> <p><u>or</u></p> <p>Part or all of a footway less than 3m wide is designated as shared use.</p>	–	①	3	3	No part is shared between peds and cyclists.
15	Collision risk between people cycling and turning motor vehicles	<p>Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised.</p> <p><u>and</u></p> <p>At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.</p>	<p>Some measures are in place to reduce turning movements by motor vehicles at priority junctions.</p> <p><u>and</u></p> <p>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.</p>	<p>There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses.</p> <p><u>and</u></p> <p>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.</p>	At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.	①	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	<p>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).</p> <p>Otherwise:</p> <p>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.</p>	<p>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).</p> <p>Otherwise:</p> <p>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.</p>	<p>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).</p> <p>Otherwise:</p> <p>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.</p>	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.	①	3	3	
17	Impact of kerbside activity on cycling	<p>There is no kerbside activity.</p> <p><u>or</u></p> <p>People cycling are physically separated from parking or loading facilities.</p>	<p>There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.</p>	<p>There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.</p>	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading.	①	2	2	

18	Quality of carriageway surface	The carriageway surface is even and smooth, with sufficient skid resistance. <u>or</u> 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).	①	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. <u>or</u> 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	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.	–	①	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. <u>and</u> 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.	–	①	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. <u>or</u> Cycle parking meets existing demand but is not accessible by all.	–	①	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. <u>or</u> 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. <u>or</u> 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. <u>or</u> The number of trees has been reduced.	–	①	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	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	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	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.	–	①	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

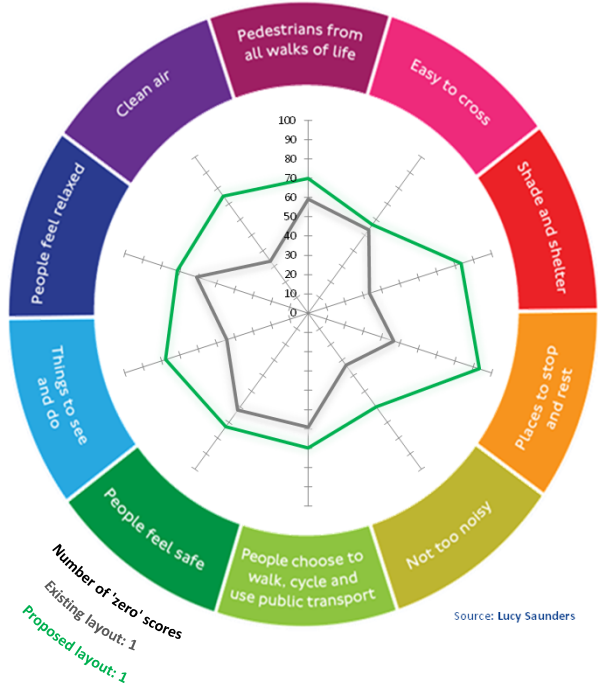
Healthy Streets
Check Summary
Results

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

Appendix G

Pedestrian Comfort Level Assessment

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

										Street Furniture 1			Street Furniture 2			Street Furniture 3							Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)			
Location Name	Location Type	Area Type	Average Flow	Peak Hour Flow	Ave of Max Activity	Total Width	Building Edge?	Kerb Edge?	Any unusable width (<0.6m)	Type	Width of Furniture	Buffer	Type	Width of Furniture	Buffer	Type	Width of Furniture	Buffer	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Average PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Peak Hour PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Ave of Max PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	
Baseline (2018)																																
1 Edgware Road - A	Street Furniture (Single)	High Street	567	774	787	8.899	Yes	Yes		Subway	3.334	0.2								4.965	2	3	3	A+	5.43	1.50	A	5.43	1.50	A	5.43	1.50
2 Edgware Road - B	Street Furniture (Single)	High Street	567	774	787	8.797	Yes	Yes		Subway	3.316	0.2								4.881	2	3	3	A+	5.42	1.50	A	5.42	1.50	A	5.42	1.50
3 Harrow Road - A	Street Furniture (Single)	Office Retail	567	774	787	6.17	Yes	Yes		Tree	1.481	0.2								4.089	2	3	3	A+	3.58	1.50	A	3.58	1.50	A	3.58	1.50
4 Harrow Road - B	Street Furniture (Single)	Office Retail	567	774	787	6.06	Yes	Yes		Subway	3.57	0.2								3.89	2	3	3	A+	5.67	1.50	A	5.67	1.50	A	5.67	1.50
Future baseline (with WEG)																																
5 Edgware Road - A	Street Furniture (Single)	High Street	650	874	903	8.899	Yes	Yes		Subway	2.38	0.2								5.919	2	2	3	A+	4.48	1.50	A+	4.48	1.50	A	4.48	1.50
6 Edgware Road - B	Street Furniture (Single)	High Street	650	874	903	8.797	Yes	Yes		Subway	3.316	0.2								4.881	2	3	3	A+	5.42	1.50	A	5.42	1.50	A	5.42	1.50
7 Harrow Road - A	Street Furniture (Single)	Office Retail	567	774	787	6.17	Yes	Yes		Tree	1.481	0.2								4.089	2	3	3	A+	3.58	1.50	A	3.58	1.50	A	3.58	1.50
8 Harrow Road - B	Street Furniture (Single)	Office Retail	567	774	787	6.06	Yes	Yes		Subway	3.57	0.2								3.89	2	3	3	A+	5.67	1.50	A	5.67	1.50	A	5.67	1.50

PEDESTRIAN COMFORT ASSESSMENT: FOOTWAY COMFORT

Clear Examples

Location Name	Location Type	Area Type	Average Flow	Peak Hour Flow	Ave of Max Activity	Total Width	Building Edge?	Kerb Edge?	Any unusable width (<0.6m)	Street Furniture 1			Street Furniture 2			Street Furniture 3			Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding (ppmm)	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)			
										Type	Width of Furniture	Buffer	Type	Width of Furniture	Buffer	Type	Width of Furniture	Buffer					Average PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Peak Hour PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Ave of Max PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	
Future with development																																
1 Edgware Road - A	Street Furniture (Single)	High Street	829	853	862	9.3	Yes	Yes		Landscape/ Cycle path	4.4	0.2								4.3	2	3	3	A+	6.50	1.50	A	6.50	1.50	A	6.50	1.50
2 Edgware Road - B	Street Furniture (Single)	High Street	829	853	862	9.47	Yes	Yes		Landscape/ bench	5.285	0								3.785	3	4	4	A	7.19	1.50	A	7.19	1.50	A	7.19	1.50
3 Harrow Road - A	Street Furniture (Single)	Office Retail	666	906	915	5.012	No	No		Landscape	0.446	0								4.566	2	3	3	A+	1.95	1.50	A	1.95	1.50	A	1.95	1.50
4 Harrow Road - B	Street Furniture (Multiple)	Office Retail	666	906	915	8.016	Yes	Yes		Trees/ cycle parking	0.756	0.4	Subway	3	0					3.46	3	4	4	A	6.06	1.50	A	6.06	1.50	A	6.06	1.50