

This survey is based on the Mayor of London / Transport for London (2017) *Healthy Streets Indicators*.

<https://content.tfl.gov.uk/guide-to-the-healthy-streets-indicators.pdf>

	Not true ←————→ Very true			
	0	1	2	3
People choose to walk, cycle and use public transport				
The street provides an attractive environment for walking and cycling.				
People walking or cycling will think that the street has been designed with their needs in mind.				
Public transport services are frequent and direct enough to provide a competitive alternative to car use.				
The amount and speed of traffic and driver behaviour is appropriate for the type of street.				
Steps have been taken to reduce the effects of motorised traffic on people walking and cycling, and local businesses and residents.				
The street feels looked after and is it maintained to a high standard.				
It is easy for people to get to bus stops and change between different types of public transport.				
The street is an attractive place to wait for the bus and access train stations.				
There is enough space allocated for walking, cycling and public transport.				
Cyclists can easily stop and secure cycles at convenient locations for accessing shops and services.				
People walking and cycling are not forced to share the same space and can be accommodated separately.				
Measures have been taken to increase the attractiveness of residential streets as places where people can spend time and encourage children to play out.				
The amount, cost and availability of car parking at local amenities may encourage people to walk, cycle and use public transport over using the car.				
Average score				
Things to see and do	0	1	2	3
Shops, services, schools and parks are on the street or within walking distance.				
The street is an interesting and engaging place to walk and spend time.				
The street provides opportunities for informal play and social activities.				
The buildings along the street help make it interesting.				
Buildings create a varied frontage rather than a long and unbroken face to the street.				
Planting, public art and lighting make the buildings and street more interesting and engaging.				
Occupiers make the front of their buildings interesting and attractive, e.g. art, front gardens, window boxes or window displays.				
Things are happening on the street, for instance street vendors, street artists, children playing or people socialising.				
Average score				

	Not true ←————→ Very true			
Pedestrians from all walks of life	0	1	2	3
The street is accessible and welcoming to all.				
The street is somewhere an 8 or 80 year old could happily travel independently on foot.				
The local public transport offer is attractive and accessible.				
The people on the street reflect all sections of society and the local community.				
All groups or individuals use the street, particularly at certain times of the day or night.				
The pavement is smooth, level, free of obstructions and wide enough for the number of people using it.				
The pavement is sufficiently wide to support a range of activities including scooting, skateboarding, shop mobility, playing, sitting and socialising.				
The mix of services along the street serves the varied needs of the local community.				
Parking does not decrease the available pavement width, especially around obstructions such as trees or lamp posts.				
Streets remain accessible to people walking, cycling and using public transport during road works and construction activity.				
Average score				
Easy to cross	0	1	2	3
People can cross the road safely at the point they would find most convenient.				
The amount and speed of traffic makes it easy for people to cross the road.				
The crossings provided are suitable for the type of street, the amount of traffic and nearby uses.				
Crossings are accessible to everyone.				
People do not have to walk to a junction to find a safe and accessible place to cross.				
Pedestrians and cyclists can cross safely, directly and comfortably at junctions.				
People are not waiting a long time for a green man at pedestrian crossings.				
There is enough time for everyone to cross without feeling rushed, including mobility impaired people or people crossing with children.				
There is good visibility so that people crossing can see oncoming traffic and be seen.				
At crowded pavements, there is still enough space for people to wait to cross a road.				
Crossings and road islands are wide enough for the amount of people using them.				
The entrances to side streets have been narrowed and raised to pavement level to give clear priority to people walking and make drivers slow down.				
The amount and location of car parking and loading bays does not make it difficult for people to cross the road.				
Average score				

	Not true ←————→ Very true			
People feel safe	0	1	2	3
Pedestrians and cyclists do not worry that they might be involved in a collision with a motor vehicle.				
If a person steps into the carriageway, drivers or cyclists would be able to stop or manoeuvre safely to avoid a collision.				
Drivers and cyclists on this street do not manoeuvre aggressively or overtake when there is some risk and little benefit in doing so.				
People travel at an appropriate speed that means that pedestrians and cyclists do not feel intimidated.				
There is a visible police presence, and enforcement against aggressive or antisocial driving or cycling.				
People do not cycle on the pavement.				
People using the street do not worry that they might be a victim of crime and do not feel threatened by antisocial behaviour.				
People feel safe at all times of the day and night.				
The street lighting illuminates the pavement as well as the carriageway.				
Side-streets, footpaths and alleyways leading from the street are well lit.				
There are no places that feel neglected or run down, or where crime and antisocial behaviour might go unnoticed.				
People walking, cycling or waiting at bus stops do not feel isolated.				
The street has buildings with doors and windows that overlook the pavement.				
People are regularly going in and out of the buildings.				
There are cycle parking stands on the street, and it would feel safe to leave a bicycle there.				
The street is kept clean and free from litter and other signs of neglect.				
Average score				
Not too noisy	0	1	2	3
People do not have to raise their voices to hold a conversation.				
Buildings lining the street are able to keep their windows open.				
Vehicles rarely sound horns or rev their engines.				
The materials used to surface the road are smooth to help reduce noise from vehicles on the road.				
The street has been designed to reduce aggressive driving and there is evidence of drivers being educated to drive courteously on this street.				
There is little noise and other disruption coming from deliveries and waste collection.				
Average score				

	Not true ←————→ Very true			
Places to stop and rest	0	1	2	3
There is enough room for people to find somewhere away from the flow of pedestrians to stop when they need to.				
There are opportunities to sit down every 5 to 10 minutes of walking.				
Seats are designed around the needs of all users with some having back and arm rests.				
Seating allows people to sit in groups.				
Seats are comfortable to use at all times of the year, particularly when it is very cold or very warm.				
Seats are in an attractive location and are a comfortable distance from heavy traffic.				
Seats are located in areas that are overlooked by nearby buildings to help reduce the potential for antisocial behaviour.				
Seating is positioned to avoid obstructing people walking, and has it been aligned with other street features, such as lamp-posts, bus stops and planting.				
The design of the seating helps to make the street interesting and attractive.				
There are informal opportunities for stopping and resting such as walls, planters or steps.				
Cafes and other businesses provide outdoor seating.				
There are opportunities to provide temporary or seasonal seating.				
Public spaces are not used informally or illegally to park cars, vans and motorcycles.				
Average score				
Clean air	0	1	2	3
Steps have been taken locally to improve air quality and reduce the sources of air pollution, particularly from motor vehicles.				
People rarely drive for short trips, when they could walk or cycle.				
Strategies are in place to make walking, cycling and public transport quicker or more convenient than driving for short trips.				
Adequate cycle parking is provided.				
There are initiatives in place to promote the use of low or zero emissions vehicles for deliveries, and building servicing.				
Local businesses are being encouraged to reduce traffic by consolidating deliveries and waste collection.				
There are campaigns and promotional activities to discourage drivers from leaving their engines running when they're parked or in stationary traffic.				
People rarely accelerate and brake aggressively when driving.				
Average score				

	Not true ←————→ Very true			
People feel relaxed	0	1	2	3
The street feels clean and well maintained.				
Litter bins are provided.				
The street feels appropriately peaceful or lively given the kind of street it is and the time of day.				
The amount and speed of traffic and the way the people are driving is not intimidating.				
There is a smooth and level surface for pedestrians and cyclists.				
Pedestrians and cyclists do not worry that they might trip or fall because the path or carriageway is poorly maintained.				
Pavements and cycle lanes are wide enough for the number of people using them.				
The street is laid out in a way that makes it easy to navigate on foot or by cycle.				
The important walking and cycling routes are easy to locate and signposted.				
The street does not feel cluttered with obstacles on the pavement, such as phone boxes, bins, signs or advertising boards, or is there clear space for walking.				
Rain water drains away without leaving puddles.				
There is high quality, well maintained planting on the streets, for example trees, planters, hanging baskets or window boxes.				
Average score				
Shade and shelter	0	1	2	3
People find it easy to find shade on hot and sunny days, particularly in places where they gather and spend time, such as public squares and seating areas.				
People find it easy to find shelter if it rains.				
People are rarely exposed to high winds that make it difficult to walk or unpleasant to spend time in the street.				
The shade and shelter is sufficient for the heavier rain and higher temperatures that will occur as a result of a changing climate.				
Shade and shelters are provided in ways that make the street a more attractive place to walk, cycle and spend time.				
The presence of different types of tree provide shade in the summer but allow sunlight through in winter.				
Buildings along the street provide opportunities for shelter, such as canopies or awnings.				
Bus stops have shelters.				
Buildings lining the street create an pleasant microclimate.				
Average score				
<b>TOTAL average score</b>				