

Healthy Streets Introduction

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www.healthystreets.com

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Before we get started

Who I am

- Lucy Saunders
- Fellow of the Faculty of Public Health
- 20 years experience as a public health specialist
- 12 years working on transport and built environment
- Developed the Healthy Streets Approach
- Led implementation of Healthy Streets in London
- Working with cities and regions worldwide




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What is Healthy Streets?

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The 10 Healthy Streets Indicators



The diagram consists of ten colored segments arranged in a circle, each representing an indicator:

- Clean air
- Everyone feels welcome
- Easy to cross
- Shop, pub, cafe
- Places to stop and rest
- Not too noisy
- People choose to walk and cycle
- People feel safe
- Things to see and do
- People feel relaxed

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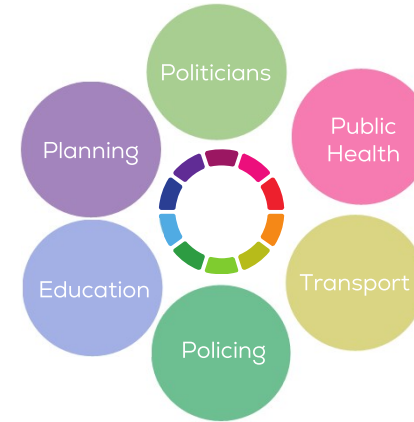
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Delivering the Healthy Streets Approach has 3 elements



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The whole system needs to work together



6

The whole system needs to work together



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Why do we need a new approach?



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Safety on the street is a public priority



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Lack of daily activity is the biggest threat to population health



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Daily activity and risk of injuries are linked



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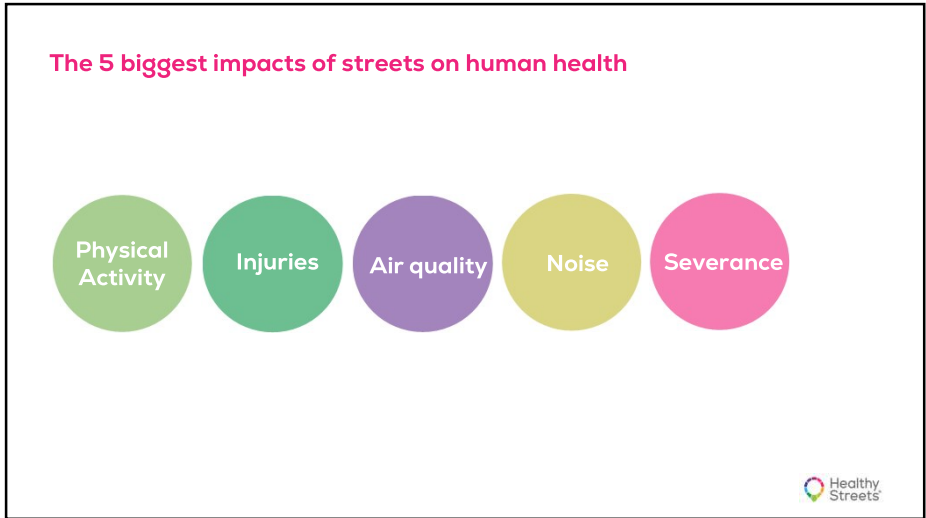
Growing awareness of other threats to our health



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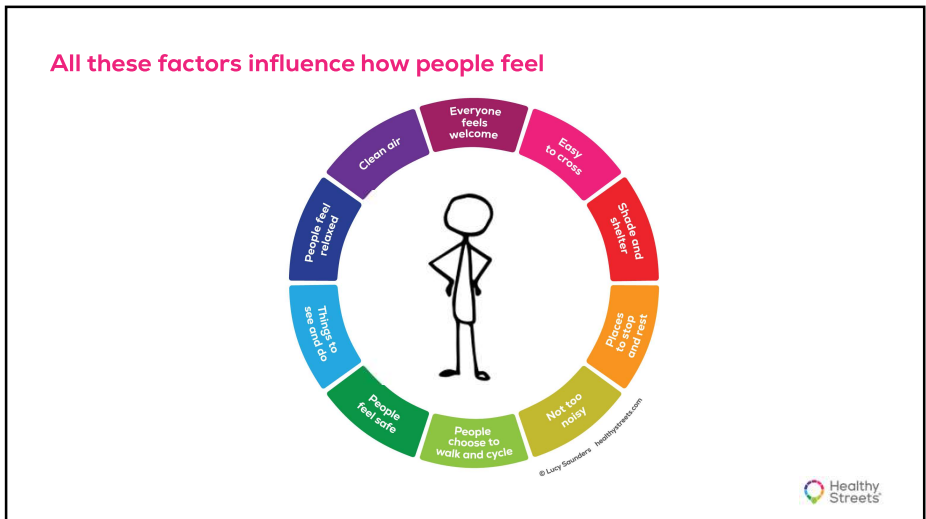
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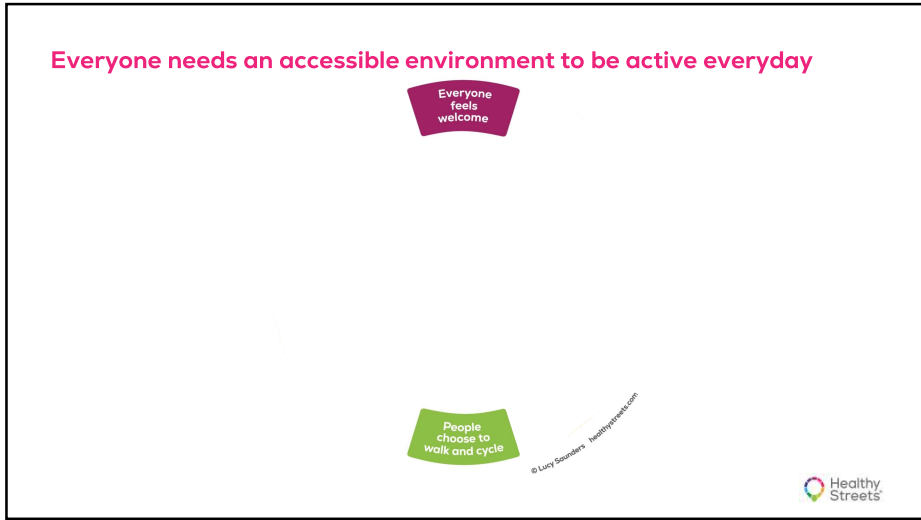
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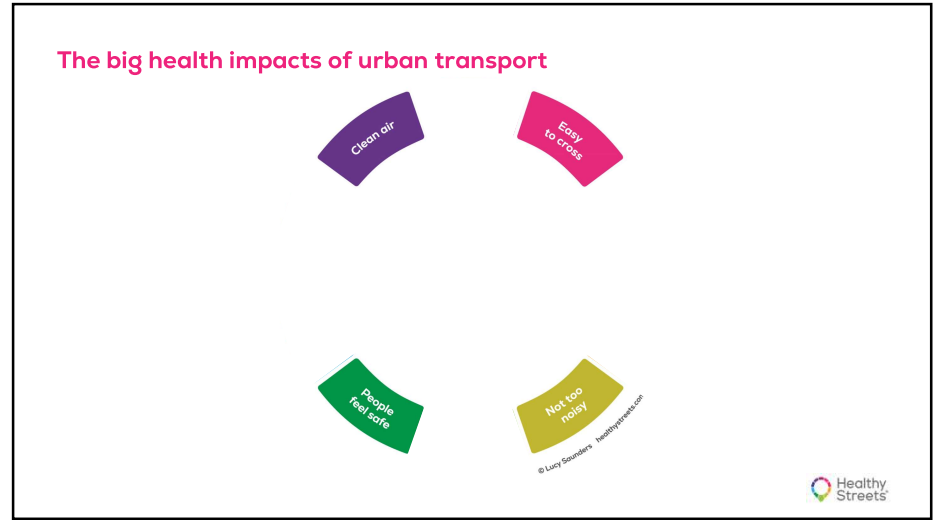
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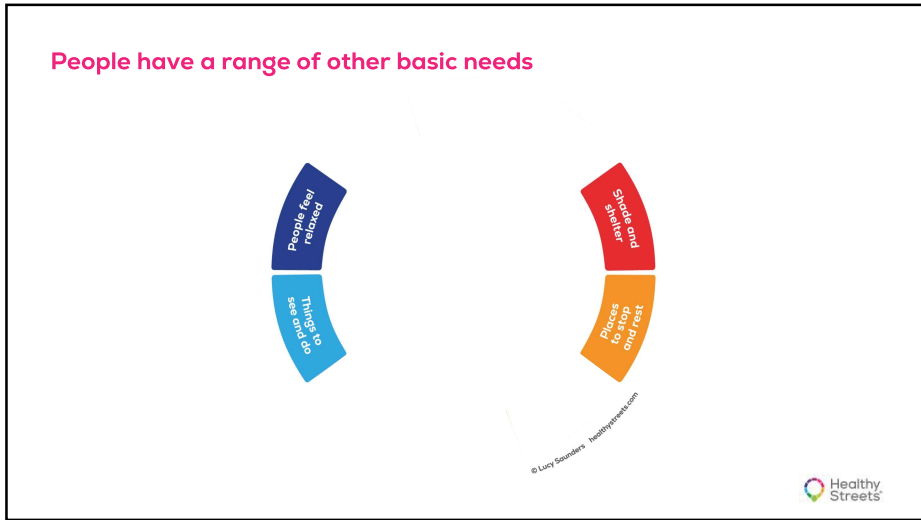
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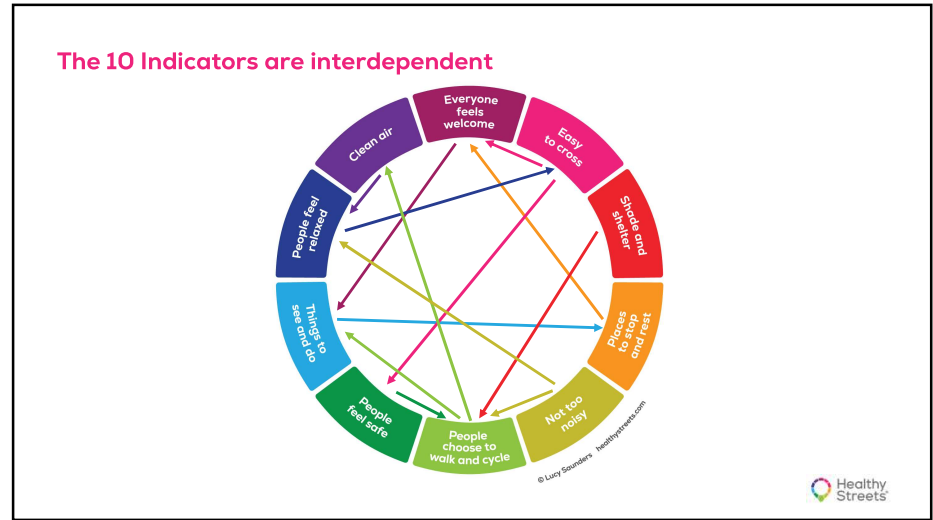
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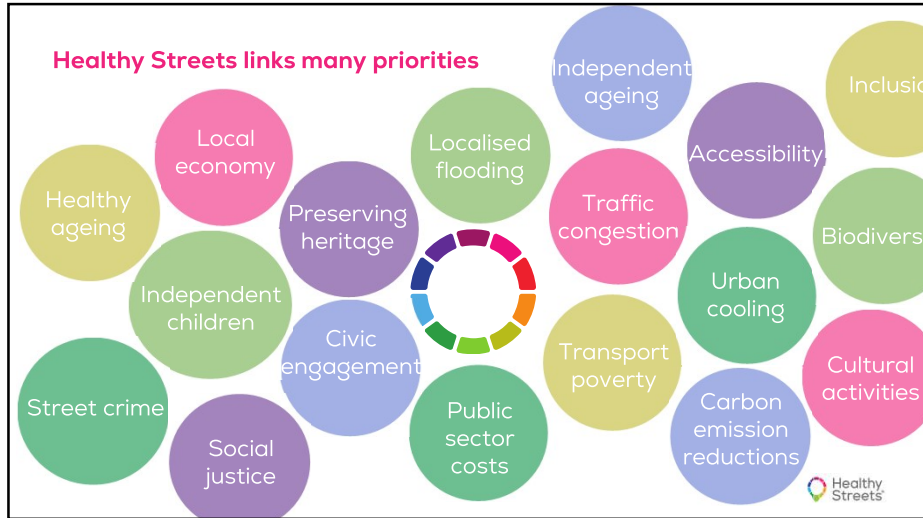
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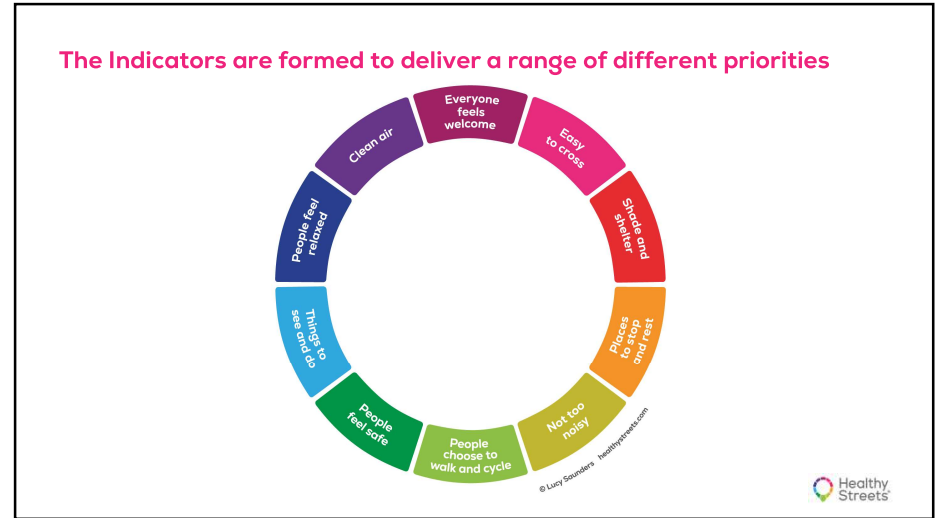
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Where do we need Healthy Streets?

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Rural places



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Residential streets



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Connectors



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Primary traffic routes



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The Indicators apply wherever people should be



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How do we deliver Healthy Streets?

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You don't get Healthy Streets by just calling them Healthy Streets



Credit: Google



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Barcelona Healthy Streets Index



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Changing how you do the day to day

Policies & standards

Design practices

Evaluation

Capacity building

Strategic coordination

Activation

Credit: Cornwall CC

Healthy Streets

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Putting it together

Healthy Streets

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It's not just what you do, it's how you do it

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Identify and retain the good aspects of the street

Uncluttered, direct footpaths

Mature trees provide shade

Smooth road surface

Credit: Google

Healthy Streets

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Address the problems in a coordinated way



Credit: Google



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Identify what cannot be achieved through design

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Who else needs to be brought into the conversation?



Credit: Google



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An Approach to how streets are designed, managed and used

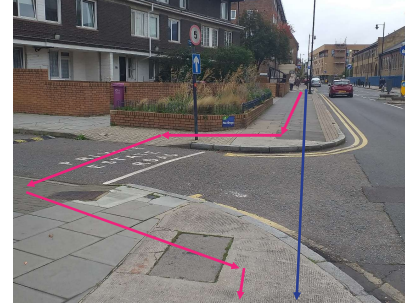
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Prioritising people in design

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Shaping a 'cars first' environment into a 'people first' environment



People accommodated

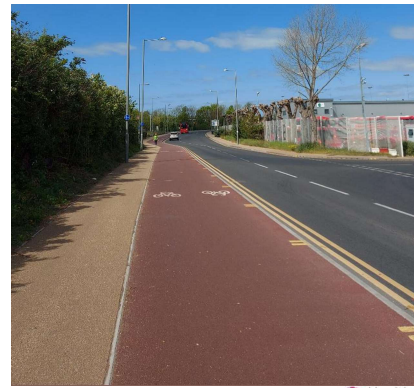


People prioritised



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It's not just about allocating space, its about how it feels

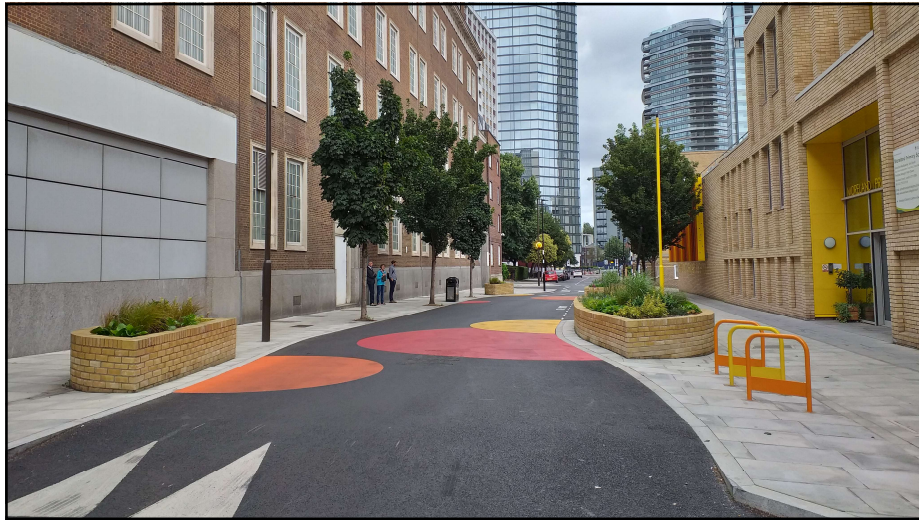


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It's not just about allocating space, its about how it feels



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Healthy Streets Design Checks

- Simple spreadsheet tool for designers
- Assesses how well designs are prioritising the Healthy Streets Indicators
- Can be used on existing streets and proposed designs
- Takes just 15-30 minutes to do
- Gives a Healthy Streets score out of 100
- Has a limited scope & purpose



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What is measured?

- Volume and speed of motorised traffic
- Mix of vehicles
- Cycle safety at junctions
- Location and type of crossings
- Footway quality and width
- Cycle space quality and width
- Cycle parking
- Street lighting
- Public seating
- Trees
- Green infrastructure
- Parking & movement restrictions
- Bus stop facilities



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Example: Quality of the footway surface at the weakest point

3	2	1	0
At the weakest point on the street there is a smooth, non-slip surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 15mm or more)
			



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Dalwood Street



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Dalwood Street - Baseline score 29/100



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Dalwood Street - Baseline score 29/100



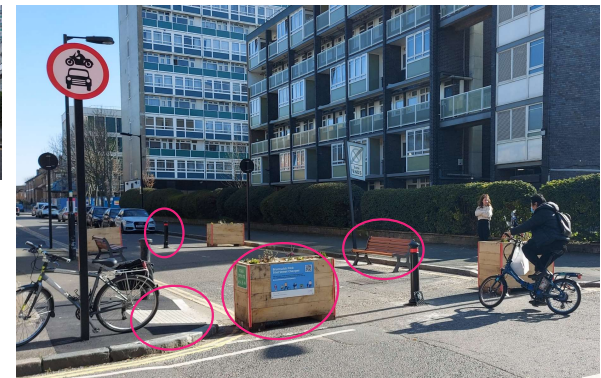
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Changes made

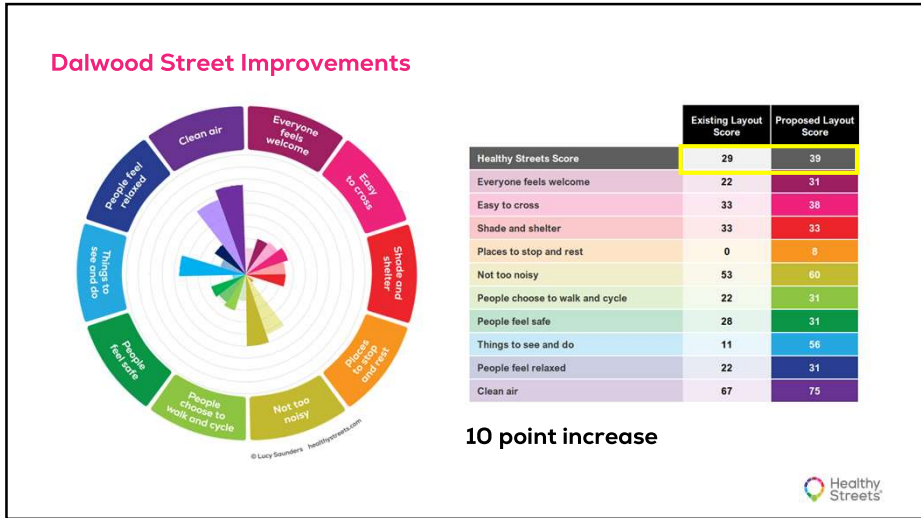


Before.

- Traffic filter
- Bench
- Planters
- Dropped kerb



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Design Check scores from around the world

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A slide with a white background and blue decorative shapes. The number '5' is written in a large blue font. Below it, the text 'Prioritising people in street management and use' is written in a blue font.

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Healthy Streets is not just about design measures



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Delivering at scale



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Regional programmes



Cycle training



Public e-scooter hire



20 mph limit



Direct vision standards



Ultra low emissions zone



School streets



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Coordination within the system

Strategic goals

Communications

Monitoring

Leadership

Maintenance & renewals

Influencing



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Healthy Streets is...

- Ensuring it is safe, accessible and welcoming to walk, cycle and spend time on streets
- Through collective action across many partners
- Delivering incremental improvements
- By changing routine ways of working to prioritise basic human needs



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Tools and support

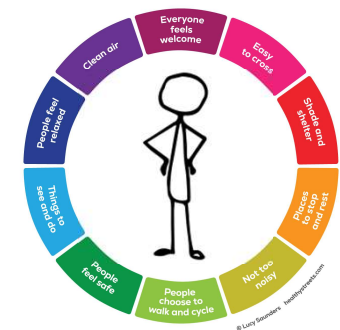
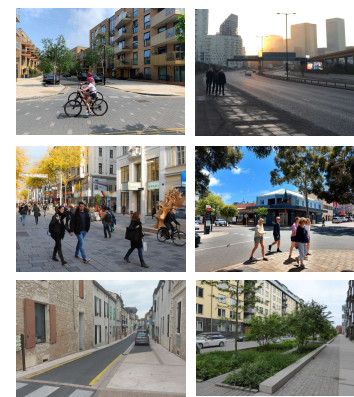
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Healthy Streets tools



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All measurement tools are based on the 10 Healthy Streets Indicators



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Healthy Streets tools & resources

- Can be downloaded for free from healthystreets.com/resources
- Training courses
- Videos
- Tools
- Case studies
- Interviews
- Academic papers



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Assess a street yourself

Qualitative Assessment

People choose to walk and cycle

We all need to build regular activity into our daily routine and the most effective way to do this is to walk or cycle for short trips or as part of longer public transport trips. People will choose to walk and cycle if there are the most attractive options for them. Attractiveness and opportunity then provide the way.

KEY QUESTIONS

General impressions

- Would people walking feel that the street has been designed to prioritise their needs?
- Would people cycling feel that the street has been designed to prioritise their needs?

Appeal of the walking and cycling environment

- Is there enough space for people walking and cycling at the busiest times?
- Is the ground surface and lighting designed to be safe for walking and cycling?
- If walking from A to B, how many 20m/30m gaps there are people walking and cycling would prefer them over?
- Does the street feel dominated by parked or moving vehicles?

Ease of car use for short journeys

- Would it be cheap, easy and convenient to park here?
- When observing people driving, are they giving the road their full attention?
- Is it just as easy to drive through busy streets as it is to stay on the main roads?

If there are public transport services...

- Are public transport services frequent and direct enough to provide a competitive alternative to car use?
- Is it easy for people to get to bus stops and change between different types of public transport?
- Is the street an attractive place to wait for the bus and become easy to board?
- Are there measures to prioritise public transport over general traffic, e.g. dedicated bus lanes?

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Further resources & opportunities

- Design Check tool: healthystreets.com/resources

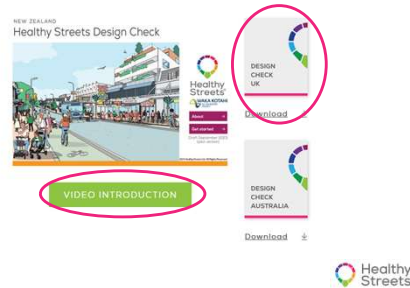
Healthy Streets Design Check New Zealand

Published in September 2023, this tool has been developed for New Zealand to support designers deliver better streets for people. This draft version of the tool is currently being piloted in partnership with Waka Kotahi.

This is one of four design tools for measuring existing streets and proposed designs for how healthy they are. You can also download for free the tools for Australia, England and Budapest.

This tool can be used by designers and engineers to assess their work, it produces a score out of 100. If you would like training on how to apply this design tool send your enquiry to training@healthystreets.com

You can watch an introduction to this tool [here](#).



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Healthy Streets Fundamentals

- Three 2-hour online seminars
- £160 (incl. VAT) per participant
- Book via Eventbrite
- March 4th, 11th & 18th 2024 10:30-12:30 CET



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Thank you

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