Healthy Street Audit

Bearwood Hill Road, Burton-On-Trent, Staffordshire

Summary Report

Bearwood Hill Road

What is Healthy Streets?

Healthy Streets is an evidence-based approach to creating fairer, sustainable and attractive urban spaces. Every decision we make about our built environment, however small, is an opportunity to deliver better places for people to live in and thereby improve their health. The Healthy Streets Approach is a human-centred framework for embedding public health in transport, public realm and planning.

The approach is based on 10 evidence-based Healthy Streets Indicators, each describing an aspect of the human experience of being on streets – see Figure 1. These ten must be prioritised and balanced to improve social, economic and environmental sustainability through how our streets are designed and managed. More information can be found at https://www.healthystreets.com/what-is-healthy-streets .

Figure 1: The 10 Healthy Streets Indicators

Design Check tool

Sustrans officers used the Design Check tool, which quantifies how street designs affect the 10 Healthy Streets Indicators and generates a quantified score for an existing street or for a plan for changes to a street. One of the officers had previously completed the Design Check tool training that is advised by Lucy Saunders, creator of the Healthy Streets brand.

This tool comprises 19 metrics, each contributing to one or more indicators. Together the 19 metrics produce a result, which can then be used to show which factors should be prioritised to improve the street design, making it healthier. The Healthy Streets Approach builds improvements on existing conditions rather than seeking a fixed end goal; the idea is that recommendations for changes to the street can be compared to the existing conditions, to see where the most impact is achievable. The status quo is not acceptable because its excluding people and places where people live need to be more walkable.

Figure 2: Healthy Streets Design Check

Metrics

	Metric	Everyone feels welcome	Easy to cross	Shade and shelter	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	Clean air
1	Motorised vehicle speed	●	●			●	●	●		●	●
2	Volume of motorised traffic	●	●			●	●	●		●	●
3	Mix of vehicles	●	●			●	●	●		●	●
4	Cycle safety at junctions	●					●	●		●	
5	Ease of crossing side roads	●	●				●	●		●	
6	Ease of crossing between junctions	●	●				●	●		●	
7	Priority of crossing at junctions	●	●				●	●		●	
8	Navigation of crossings for people with visual impairments	●	●				●	●		●	
9	Quality of the footway surface	●					●			●	
10	Space for walking	●			●		●	●		●	
11	Quality of the carriageway surface	●				●	●	●		●	
12	Space for cycling	●			●		●	●		●	
13	Public seating	●			●		●		●	●	
14	Cycle parking	●			●		●			●	
15	Trees	●		●			●		●	●	
16	Green infrastructure	●					●		●	●	
17	Lighting	●					●	●		●	
18	Reducing convenience of driving short journeys	●	●			●	●	●		●	●
19	Bus stops	●		●	●		●			●	

Figure 3: Shows how the 19 Metrics link with the 10 Healthy Streets Indicators

Further details on each of the metrics and how they are scored and measured are in the tool itself, which can be found on the Healthy Streets website: https://www.healthystreets.com/s/Healthy-Streets-Design-Check-England-September-2021.xlsm

Bearwood Hill

Bearwood Hill Road in Burton upon Trent is a typical example of a local neighbourhood centre, with a short row of local shops and businesses, surrounded by residential streets. It connects to the town centre of Burton, around one mile away, via the A511 across the River Trent. There are also two schools (one primary and one secondary) in the vicinity.

Councillor Conor Wileman asked for support from Staffordshire County Council (SCC), to look into the feasibility of improving the area for all street users, reducing speeding, improving the parking issues, introducing greenery and making it a better place to walk to school or pick up something from the local shop etc.

Sustrans were asked to complete a “Healthy Streets” audit, to gain insight into the issues that are currently impacting the street, and particularly to view them holistically, across a range of perspectives.

Figure 4: Bearwood Hill Road

Methodology

The audit was planned for 6th December 2024, during the daytime between 12pm and 2pm, to suit all participants: two Sustrans officers, Cllr Wileman and one SCC officer. Before this date, Sustrans carried out as much desktop preparation as possible, using Google Streetview, Google My Maps and obtaining traffic data (using TomTom) from SCC colleagues.

During the audit, all scores from the desktop analysis were checked in person for accuracy. Some metrics were not possible to score from a desktop analysis, so these were scored only during the audit.

The Design Check tool contains precise instructions for how to score each metric. The score ranges from 0 to 3, depending on specific criteria for each metric; with 3 being the best and 0 the worst.

The data source used for metrics 1-3 – motorised vehicle speed, volume of motorised traffic and mix of vehicles – was TomTom data from Staffordshire County Council (a satellite navigation system) which records via GPS.

Metric 1 considers that motorised vehicle speed is at its fastest during 7:00-9:00 and 16:00-18:00 at 30mph+.

Metric 2 considers the peak hour for volume of motorised traffic as 16:00-18:00.

Figure 5: Bus stop on Bearwood Hill Road

Methodology

The road was split into three sections, as recommended in the Design Check tool About page – combining assessments of sections of one longer street to give an overall score for an area would hide both the strengths and weaknesses of individual sections of the street. There are three clear sections of the street, which each have distinctive features:

•**Section 1** includes some houses in the lower section and a hill with significant gradient surrounded by a high wall and bank covered in vegetation.
•**Section 2** includes a row of retail/business units on one side of the road and terraced houses on the other side.
Section 3 includes houses on both sides of the road and a public house at the end

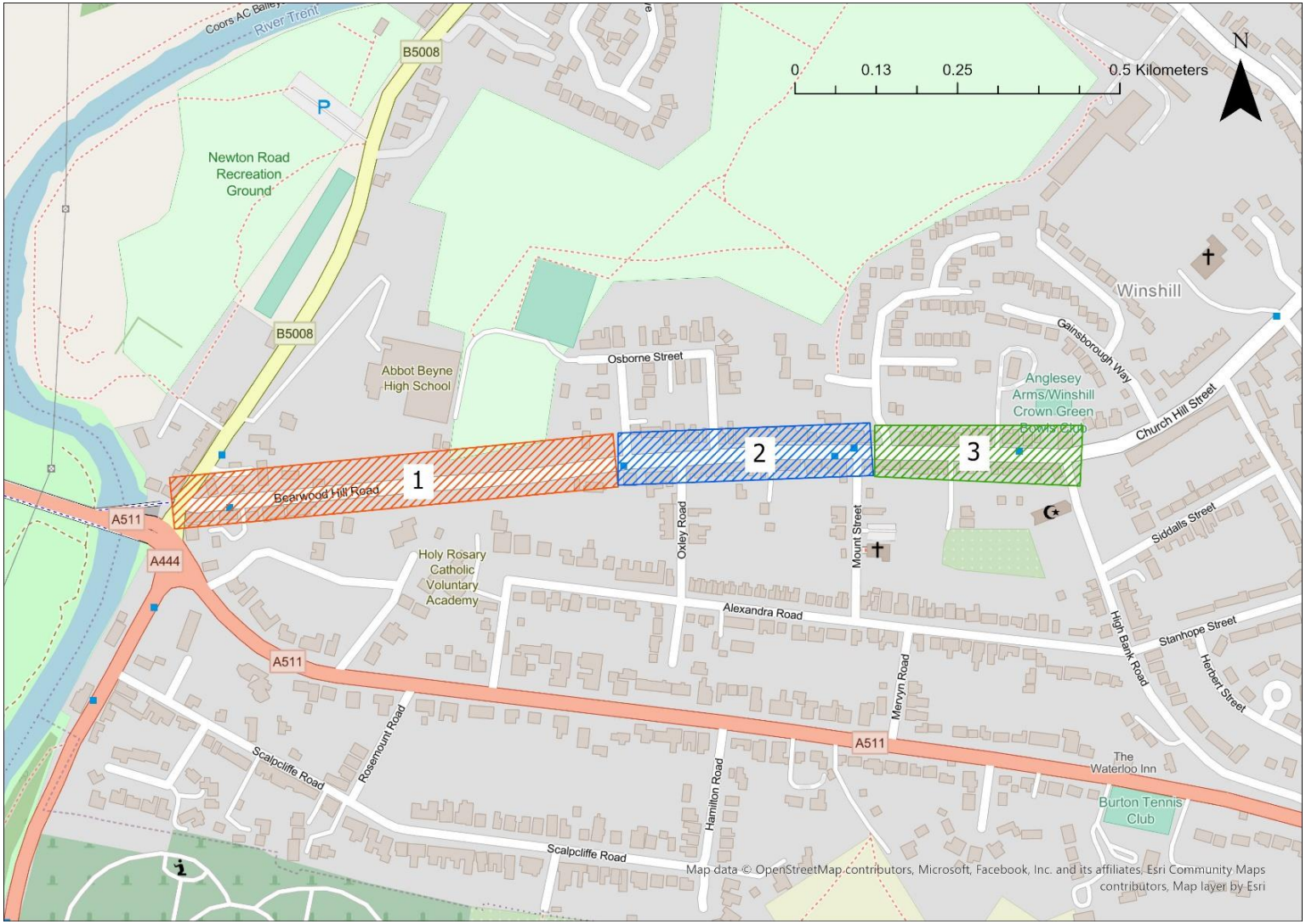


Figure 6: Audit sections for Bearwood Hill Road

Results – Section 1: Map

Key:

Healthy Streets audits

Section 1 - 450m
Street/section/audit length

Ease of crossing roads
Metric 5

Ease of crossing between junctions
Metric 6

Priority of crossing junctions
Metric 7

Metric 13. Seating
Bench 1
Bench 2

Metric 16. Green Infrastructure
Grassed area
Planters
Green wall

Weakest Points

Metric 4. Cycling safety at junctions

Metric 8. Navigation of crossings for people with visual impairments

Metric 10. Space for walking

Metric 11. Quality of the carriageway surface

Metric 17. Lighting - Lampost 1

Metric 17. Lighting - Lampost 2

The map can be viewed at the following link: https://www.google.com/maps/d/edit?mid=1O6gWi4FtbC340uwzfnerLUQhWQOgwII&usp=sharing

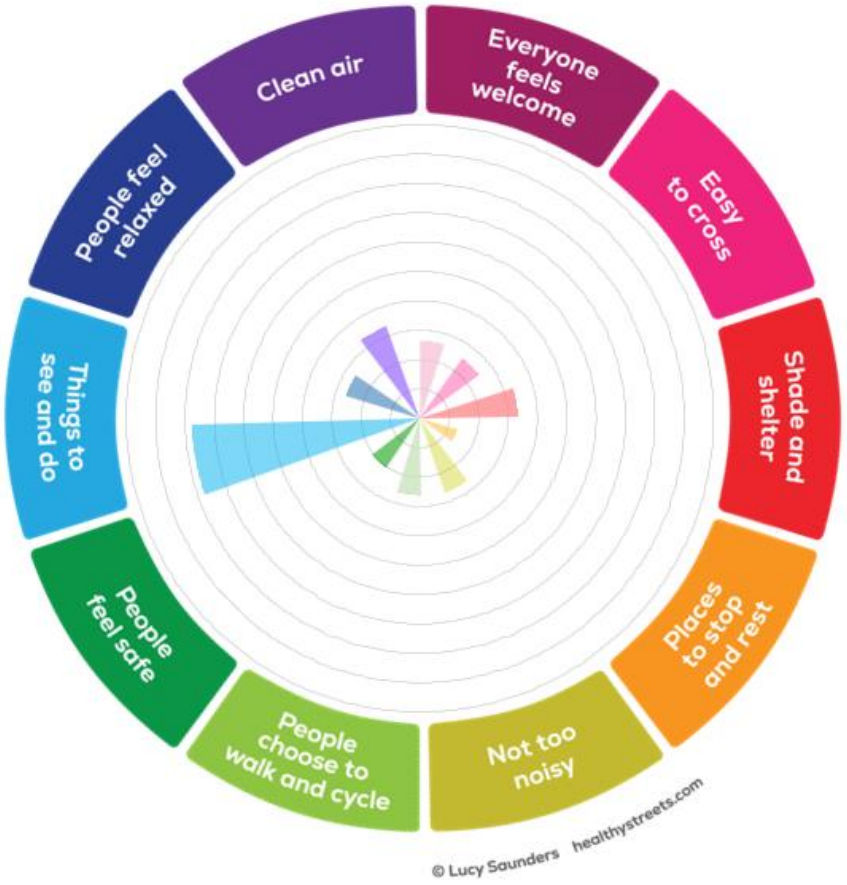
The map shows:

- Section of Bearwood Hill Road and length of section
- Areas of the street that were included in metrics 5-7
- Metrics 13, 16 and 17 and distances between as relevant to the audit
- Weakest points for metrics 4, 5, 8, 9, 10 and 11

Figure 7: Map showing Section 1 of Bearwood Hill Road with locations of the points required for the various metrics, including the junction with Newton Road to just before junction with Balmoral Road (walking west to east).

Results – Section 1: Overall score

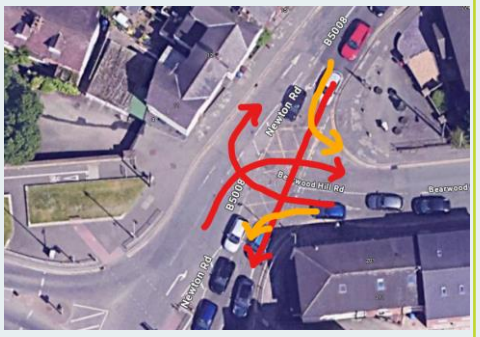
Bearwood Hill Road: including the junction with Newton Road to just before junction with Balmoral Road (walking west to east).



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	31	
Everyone feels welcome	26	
Easy to cross	25	
Shade and shelter	33	
Places to stop and rest	13	
Not too noisy	27	
People choose to walk and cycle	26	
People feel safe	21	
Things to see and do	78	
People feel relaxed	26	
Clean air	33	

Figure 8: Results of the Healthy Streets audit for Section 1 of Bearwood Hill Road: including the junction with Newton Road to just before junction with Balmoral Road (walking west to east).

Recommendations – Section 1

Metric	Current score	Increased score	Criterion	Notes from results	Recommendation
Metric 1: Motorised vehicle speed	0	2	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph.	From TomTom data: 85th percentile speeds are 32.93mph eastbound and 32.69mph westbound.	Extend the 20mph zone from surrounding streets onto Bearwood Hill Road, with appropriate infrastructure at the gateways (entrance/exit points) and enforcement.
Metric 4: Cycle safety at Junctions	0	1-2	1: Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT. 2: Assessing the poorest performing junction for cycle safety, 50-79% of all movements are assessed as green under the JAT.	Junction of Newton Road and Bearwood Hill Road. Red for: right turn from major arm, right turn from minor arm, and ahead on major arm crossing minor arm. 	At the junction of Newton Road and Bearwood Hill Road, install a cycle crossing to connect the cycleway on the A511 (which abruptly ends at Newton Road) to Bearwood Hill Road. This is the desire line for cycling, but there is currently no provision at all for cycling, meaning people cycling need to cross a heavily trafficked road with dangerous manoeuvres, or deviate to the nearest pedestrian crossing on foot. This may require remodelling of the junction, so it would probably not be a quick win, and the exact design would need to be assessed as scoring either 1 or 2 for cycle safety.
Metric 6: Ease of crossing between junctions	0	1-2	This depends to some extent on motorised vehicle speeds: if metric 1 scores less than 3 (which is hard to achieve, even with a 20mph zone), the highest score for an unsignalised crossing is 1. A signalised crossing could score 3: if it is step-free, one stage, and maximum wait time for green signal is 15 seconds.	No crossing facilities at all.	Install a crossing, either signalised or unsignalised, to help people cross Bearwood Hill Road. This could be placed where the footway stops on the south side, forcing all pedestrians to cross at that point.

Recommendations – Section 1

Metric	Current score	Increased score	Criterion	Notes from results	Recommendation
Metric 7: Priority of crossing at junctions	0	1-3	This depends to some extent on motorised vehicle speeds: if metric 1 scores less than 3 (which is hard to achieve, even with a 20mph zone), the highest score for an unsignalised crossing is 1. A signalised crossing could score 3: if it is step-free, one stage, and maximum wait time for green signal is 15 seconds.	No crossing facilities at all across Newton Road at the junction with Bearwood Hill Road. Bus comes close/touches footway at the dropped kerbs when turning from Newton Road into Bearwood Hill Road. Signalised crossing over Newton Road, at the junction with the A511, although off the desire line and would only score 1.	Install a crossing, either signalised or unsignalised, to help people cross Bearwood Hill Road. This junction also ties into the suggestion of a cycle crossing in metric 4: a toucan or parallel crossing could benefit people walking and cycling across Newton Road towards Bearwood Hill Road, making it on the desire line rather than deviating towards the A511. Again, a junction remodelling is unlikely to be a quick win.
Metric 8: Navigation of crossings for people with visual impairments	0	3	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design and correct materials	No tactiles where there are dropped kerbs, on Bearwood Hill Road where it meets Newton Road.	Install high-quality tactiles where there are dropped kerbs, on Bearwood Hill Road where it meets Newton Road.
Metric 9: Quality of the footway surface	0	2	At the weakest point on the street there are a few minor defects.	Footway stops completely on one side of the street – no dropped kerbs to enable crossing to other side of the street.	Install a dropped kerb where the footway stops completely on one side of the street; even if no formal crossing is installed (as suggested in metric 6), the score for metric 9 would improve to 2.
Metric 11: Quality of carriageway surface	0	2	At the weakest point on the street there are a few minor defects.	Pothole in the carriageway near to bench number 1 (see map for location).	Regular maintenance of carriageway surface, filling potholes and other defects, particularly on the cycling desire line.

Recommendations – Section 1

Metric	Current score	Increased score	Criterion	Notes from results	Recommendation
Metric 12: Space for cycling	0	1	At the weakest point the cycle lanes and tracks provided do meet absolute minimum widths at constraints but do not meet desirable minimum widths. In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes do meet absolute minimum widths but do not meet desirable minimum widths.	There are no cycle lanes or tracks provided. The location is not appropriate for mixed traffic cycling according to LTN1/20 – vehicle volume 4000-6000 per day and speed limit 30mph.	If the speed limit was reduced to 20mph (as suggested in metric 1): • mixed traffic cycling would be more acceptable, although still not suitable for all people. • painted cycle lanes on the carriageway would be suitable. In both cases, the exact feasible widths of cycle lanes and/or carriageway would need to be assessed in order to score 1.
Metric 14: Cycle parking	0	3	Assessing the full length of the street, cycle parking exceeds demand and has step-free access.	No cycle parking at all. No cycle parking that is possible to lock the frame to and is 10m or less away from step free access to the parking.	Install high-quality cycle parking (e.g. around 6 Sheffield stands with a canopy cover) at the junction of Bearwood Hill Road and Newton Road, where there are already planters and the space is not otherwise well used. There is unlikely to be a huge demand here, but some visitor parking for the surrounding residential properties and pub would be beneficial.
Metric 19: Bus stops	0	1	Assessing the weakest bus stop, the bus stop has seating and rain and sun protection for at least 4 customers.	Bus stop is just a sign-post, with footway that is paved to contrast with the tarmac on the surrounding footway, and raised kerb for easier access to bus.	Install bench and canopy at the bus stop. To score higher there would need to be more waiting space clear of the walking space, which is not feasible due to footway and carriageway width constraints.

Results – Section 2: Map

Key:

Healthy Streets audits

Section 2 - 240m

Street/section/audit length

Ease of crossing roads

Metric 5

Ease of crossing between junctions

Metric 6

Priority of crossing junctions

Metric 7

Metric 16. Green Infrastructure

Planter

Planter

Planter

Weakest Points

Metric 5. Ease of crossing side roads

Metric 8. Navigation of crossings for people with visual impairments

Metric 9 Quality of the footway surface

Metric 10. Space for walking

Metric 11. Quality of the carriageway surface

Metric 17. Lighting - Lampost 1

Metric 17. Lighting - Lampost 2

The map can be viewed at the following link: https://www.google.com/maps/d/edit?mid=1O6gWi4FtbC340uwzfnerLUQhWQOgwII&usp=sharing

The map shows:

- Section of Bearwood Hill Road and length of section
- Areas of the street that were included in metrics 5-7
- Metrics 13, 16 and 17 and distances between as relevant to the audit
- Weakest points for metrics 4, 5, 8, 9, 10 and 11

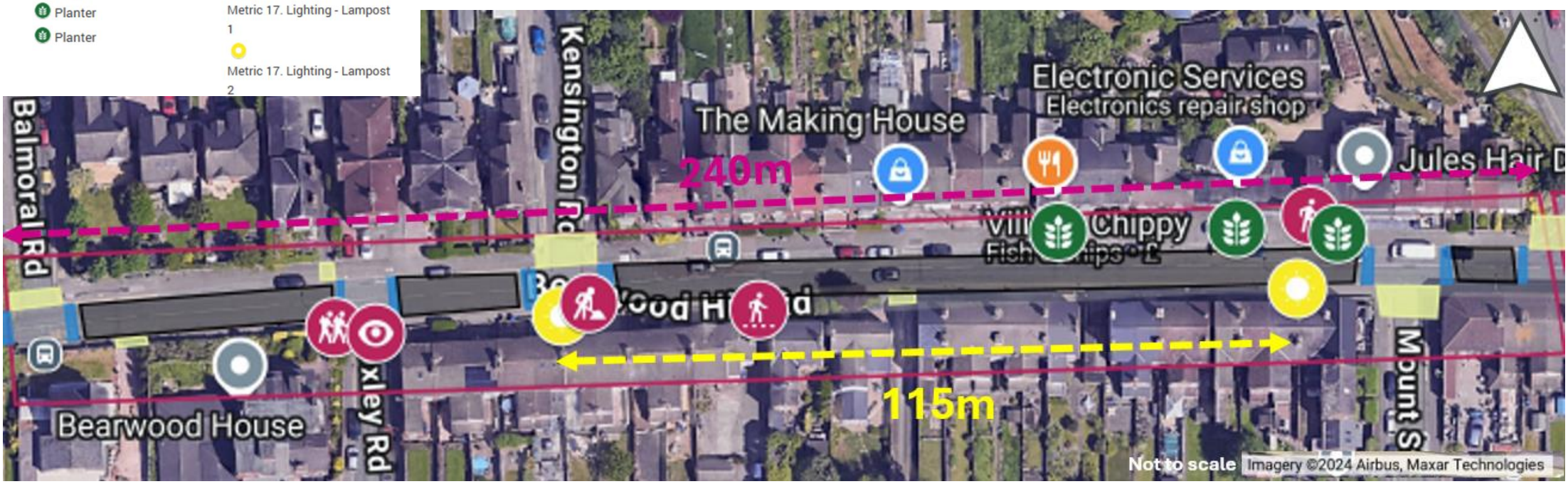
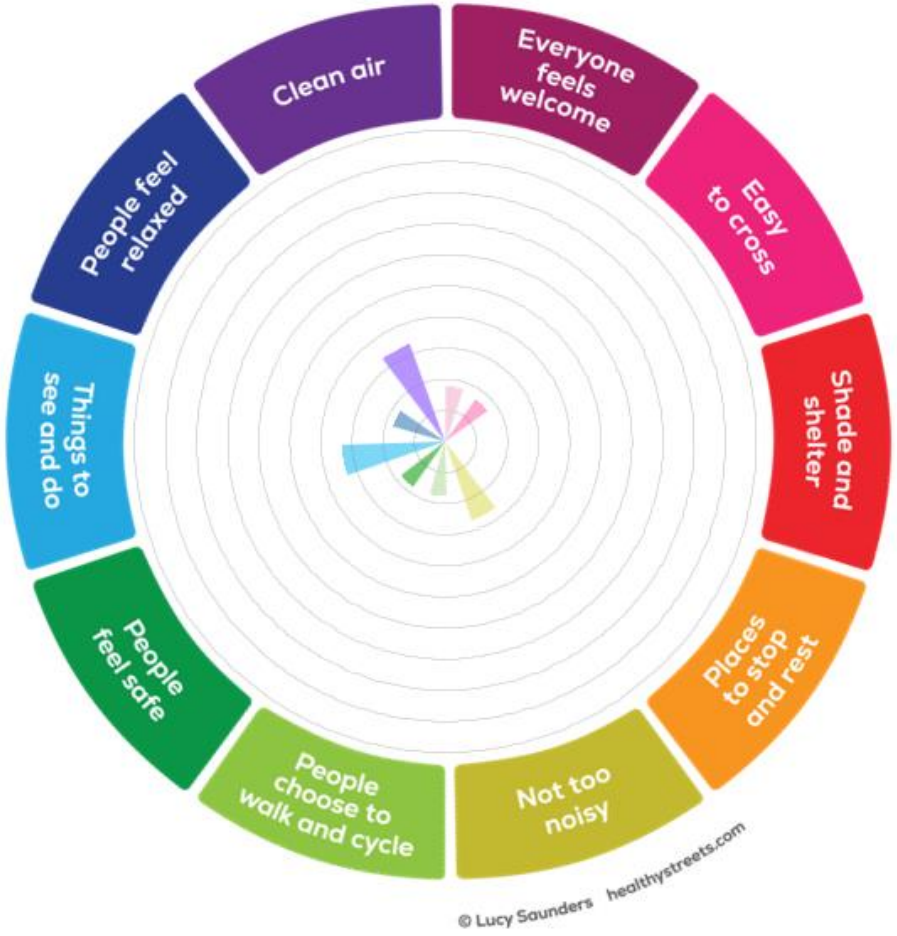


Figure 9: Map showing Section 2 of Bearwood Hill Healthy Street audit just before junction with Balmoral Road to just before junction with Mayfield (walking west to east) with locations of points required within metrics

Results – Section 2: Overall score

Bearwood Hill Road: just before junction with Balmoral Road to just before junction with Mayfield Road (walking west to east).



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	18	
Everyone feels welcome	18	
Easy to cross	17	
Shade and shelter	0	
Places to stop and rest	0	
Not too noisy	27	
People choose to walk and cycle	18	
People feel safe	18	
Things to see and do	33	
People feel relaxed	18	
Clean air	33	

Figure 10: Results of Healthy Streets audit for Section 2 of Bearwood Hill Road: just before junction with Balmoral Road to just before junction with Mayfield (walking west to east)

Recommendations – Section 2

Metric	Current score	Increased score	Criterion	Notes from results	Recommendation
Metric 1: Motorised vehicle speed	0	2	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph.	From TomTom data: 85th percentile speeds are 29.53mph eastbound and 30.78mph westbound.	Extend the 20mph zone from surrounding streets onto Bearwood Hill Road, with appropriate infrastructure at the gateways (entrance/exit points) and enforcement. Consider changing the parking restrictions to alternate the double yellow lines on either side of the road – this could act as traffic calming, if parking bays were incorporated into a chicane design, which could also include planting/trees on build outs at the ends of parking bays.
Metric 5: Ease of crossing side roads	0	3	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph and raised table/continuous footway at the entrance.	Balmoral Road, Oxley Road, Kensington Road, and Mount Street are all the same – dropped kerbs but not on the desire line.	Install continuous footways across side roads. Examples of these in Staffordshire (in a similar setting) are those which have been designed as part of a scheme in Tamworth.
Metric 6: Ease of crossing between junctions	0	1-3	This depends to some extent on motorised vehicle speeds: if metric 1 scores less than 3 (which is hard to achieve, even with a 20mph zone), the highest score for an unsignalised crossing is 1. A signalised crossing could score 3: if it is step-free, one stage, and maximum wait time for green signal is 15 seconds.	No crossing facilities at all.	Install a crossing, either signalised or unsignalised, to help people cross Bearwood Hill Road. This could be placed near to the shops, as part of public realm improvements in that area.

Recommendations – Section 2

Metric	Current score	Increased score	Criterion	Notes from results	Recommendation
Metric 7: Priority of crossing at junctions	0	1	This depends to some extent on motorised vehicle speeds: if metric 1 scores less than 3 (which is hard to achieve, even with a 20mph zone), the highest score for an unsignalised crossing is 1.	No crossing facilities at all.	If there is space on the carriageway, considering it is a bus route, install unsignalised crossing points (refuges) to help people cross Bearwood Hill Road. If there is a formal crossing point in section 1 (as suggested in Table 1) and in section 2 near to the shops (as in metric 6), then formal crossing points at junctions are not as necessary, although would still increase the score from 0 for metric 7.
Metric 8: Navigation of crossings for people with visual impairments	0	3	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design and correct materials	Crossing over Oxley Road (side street) does not have tactile paving.	Install high-quality tactiles where there are dropped kerbs at all crossings – preferably on the desire line.
Metric 9: Quality of the footway surface	0	2	At the weakest point on the street there are a few minor defects.	Footway stops to cross a private driveway of a carriage house next to the hair salon / convenience store. No dropped kerbs, so more than a 15mm level difference. Poor surface of footway with large potholes near to house no.173.	Install a dropped kerb where the footway stops to cross a private driveway. Resurface footway where there is significant damage.
Metric 11: Quality of the carriageway surface	0	2	At the weakest point on the street there are a few minor defects.	Pothole opposite Kensington Road junction, right in the cycling line on the carriageway.	Regular maintenance of carriageway surface, filling potholes and other defects, particularly on the cycling desire line.

Recommendations – Section 2

Metric	Current score	Increased score	Criterion	Notes from results	Recommendation
Metric 12: Space for cycling	0	1	At the weakest point the cycle lanes and tracks provided do meet absolute minimum widths at constraints but do not meet desirable minimum widths. In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes do meet absolute minimum widths but do not meet desirable minimum widths.	There are no cycle lanes or tracks provided. The location is not appropriate for mixed traffic cycling according to LTN1/20 – vehicle volume 4000-6000 per day and speed limit 30mph.	If the speed limit was reduced to 20mph (as suggested in metric 1): • mixed traffic cycling would be more acceptable, although still not suitable for all people. • painted cycle lanes on the carriageway would be suitable. In both cases, the exact feasible widths of cycle lanes and/or carriageway would need to be assessed in order to score 1. If parking was changed as suggested in metric 1 (to aid traffic calming), then this could negatively impact cycling space unless the design could incorporate cycle provision.
Metric 13: Public seating	0	3	Assessing the full length of the street, the longest distance between public seats is less than 100m.	There is no public seating as justified by this tool. The length of street being assessed is less than 500m and there is no public seating within 500m of the centre of this section of street in either direction.	Install benches in the space near to the shops – there is plenty of space for public realm improvements including seating. This would benefit the people visiting the businesses (e.g. the fish and chip shop) as well as those passing through the space.

Recommendations – Section 2

Metric	Current score	Increased score	Criterion	Notes from results	Recommendation
Metric 14: Cycle parking	0	3	Assessing the full length of the street, cycle parking exceeds demand and has step-free access.	No cycle parking at all. No cycle parking that is possible to lock the frame to and is 10m or less away from step free access to the parking.	Install high-quality cycle parking (e.g. around 12 Sheffield stands and Cyclehoops on lampposts where appropriate), ensuring that there is step-free access (e.g. dropped kerbs at junctions within 10m of the cycle parking). There is likely to be relatively high demand here due to the retail/business units, and some visitor parking for the surrounding residential properties would be beneficial too. There is plenty of space for public realm improvements including cycle parking.
Metric 15: Trees	0	1	Assessing the full length of the street, there are trees on this street but less than 50% of the full length of both sides of the street has tree planting.	There are no trees in the public realm on either side of the street.	Due to the constraints on the footway and carriageway widths and terraced housing fronting onto the footway, there is unlikely to be space for over 50% tree coverage. However, more trees could be incorporated into public realm improvements around the retail/business units.
Metric 19: Bus stops	0	1	Assessing the weakest bus stop, the bus stop has seating and rain and sun protection for at least 4 customers.	Bus stop is just a sign-post, with footway that is paved to contrast with the tarmac on the surrounding footway, and raised kerb for easier access to bus.	Install bench and canopy at the bus stop. To score higher there would need to be more waiting space clear of the walking space, which is not feasible due to footway and carriageway width constraints.

Results – Section 3: Map

Key:

Healthy Streets audits

Section 3 - 185m
Street/section/audit length

Ease of crossing roads

Metric 5

Ease of crossing between junctions

Metric 6

Priority of crossing junctions

Metric 7

Weakest Points

Metric 4. Cycle safety at junctions

Metric 5. Ease of crossing roads

Metric 9. Quality of the footway surface

Metric 10. Space for walking

Metric 11. Quality of the carriageway surface

The map can be viewed at the following link: https://www.google.com/maps/d/edit?mid=1O6gWi4FtbC340uwzfnerLUQhWQOgwII&usp=sharing

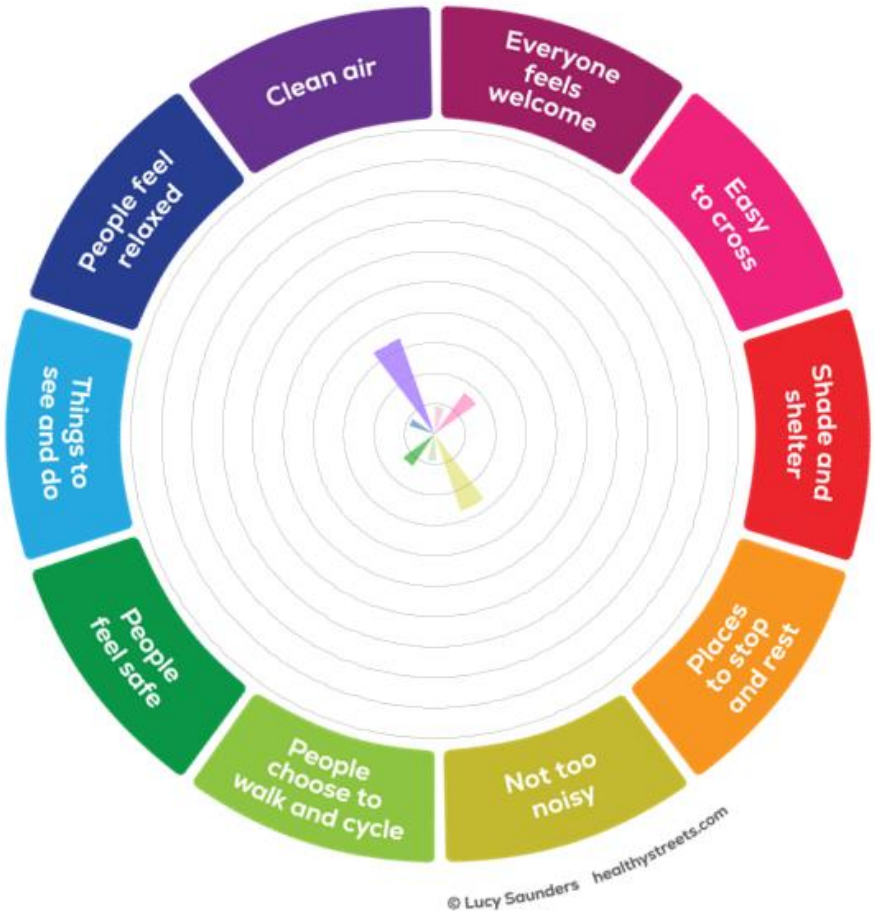
The map shows:

- Section of Bearwood Hill Road and length of section
- Areas of the street that were included in metrics 5-7
- Metrics 13, 16 and 17 and distances between as relevant to the audit
- Weakest points for metrics 4, 5, 8, 9, 10 and 11

Figure 11: Map showing Section 3 of Bearwood Hill Healthy Street audit just before junction with Mayfield Road to just after junction with High Bank Road (walking west to east).

Results – Section 3: Overall score

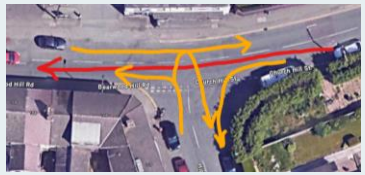
Bearwood Hill Road: just before junction with Mayfield Road to just after junction with High Bank Road (walking west to east).



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	12	
Everyone feels welcome	9	
Easy to cross	17	
Shade and shelter	0	
Places to stop and rest	0	
Not too noisy	27	
People choose to walk and cycle	9	
People feel safe	13	
Things to see and do	0	
People feel relaxed	9	
Clean air	33	

Figure 12: Results of Healthy Streets audit for Section 3 of Bearwood Hill Road: just before junction with Mayfield Road to just after junction with High Bank Road (walking west to east)

Recommendations – Section 3

Metric	Current score	Increased score	Criterion	Notes from results	Recommendation
Metric 1: Motorised vehicle speed	0	2	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph.	From TomTom data: 85th percentile speeds 29.53mph eastbound and 30.78mph westbound.	Extend the 20mph zone from surrounding streets onto Bearwood Hill Road, with appropriate infrastructure at the gateways (entrance/exit points) and enforcement. Consider changing the parking restrictions to alternate the double yellow lines on either side of the road – this could act as traffic calming, if parking bays were incorporated into a chicane design, which could also include planting/trees on build outs at the ends of parking bays.
Metric 4: Cycle safety at junctions	0	1	Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT.	Junction of High Bank Road and Bearwood Hill Road – Red for: ahead on major arm crossing minor arm due to over 9m corner radius. 	Tighten the radius of the junction of High Bank Road and Bearwood Hill Road; this would remove the one red score from the JAT. See also metric 5.
Metric 5: Ease of crossing side roads	0	3	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph and raised table/continuous footway at the entrance.	Trent and Dove homes driveway missing dropped kerbs. Mayfield Road and High Bank Road have dropped kerbs but not on the desire line.	Install continuous footways across side roads, which would also tighten the radii of these junctions so that motorised vehicles need to slow down to less than 10mph. Examples of these in Staffordshire (in a similar setting) are those which have been designed as part of a scheme in Tamworth.

Recommendations – Section 3

Metric	Current score	Increased score	Criterion	Notes from results	Recommendation
Metric 6: Ease of crossing between junctions	0	1-3	This depends to some extent on motorised vehicle speeds: if metric 1 scores less than 3 (which is hard to achieve, even with a 20mph zone), the highest score for an unsignalised crossing is 1. A signalised crossing could score 3: if it is step-free, one stage, and maximum wait time for green signal is 15 seconds.	No crossing facilities at all.	Install a crossing, either signalised or unsignalised, to help people cross Bearwood Hill Road. This could be placed near to the pub. It would need to take into account proposed crossing points in section 2, as not all may be necessary.
Metric 7: Priority of crossing at junctions	0	1	This depends to some extent on motorised vehicle speeds: if metric 1 scores less than 3 (which is hard to achieve, even with a 20mph zone), the highest score for an unsignalised crossing is 1.	No crossing facilities at all.	If there is space on the carriageway, considering it is a bus route, install unsignalised crossing points (refuges) to help people cross Bearwood Hill Road. If there is a formal crossing point in section 1 (as suggested in Table 1) and in section 2 near to the shops (as suggested in Table 3), then formal crossing points at junctions are not as necessary, although would still increase the score from 0 for metric 7.
Metric 8: Navigation of crossings for people with visual impairments	0	3	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design and correct materials	No tactiles on any crossings.	Install high-quality tactiles where there are dropped kerbs at all crossings.

Recommendations – Section 3

Metric	Current score	Increased score	Criterion	Notes from results	Recommendation
Metric 9: Quality of the footway surface	0	2	At the weakest point on the street there are a few minor defects.	Footway stops to cross a driveway to new Trent and Dove homes development, where it has not been integrated into the highway. No dropped kerbs, so more than a 15mm level difference.	Install a dropped kerb or continuous footway where the footway stops to cross the new development – incorporate the new street into the existing highway without defect. Resurface footway where there is significant damage.
Metric 11: Quality of the carriageway surface	0	2	At the weakest point on the street there are a few minor defects.	Pothole next to a manhole cover near to the Trent and Dove homes driveway.	Regular maintenance of carriageway surface, filling potholes and other defects, particularly on the cycling desire line.
Metric 12: Space for cycling	0	1	At the weakest point the cycle lanes and tracks provided do meet absolute minimum widths at constraints but do not meet desirable minimum widths. In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes do meet absolute minimum widths but do not meet desirable minimum widths.	There are no cycle lanes or tracks provided. The location is not appropriate for mixed traffic cycling according to LTN1/20 – vehicle volume 4000-6000 per day and speed limit 30mph.	If the speed limit was reduced to 20mph (as suggested in metric 1): mixed traffic cycling would be more acceptable, although still not suitable for all people. painted cycle lanes on the carriageway would be suitable. In both cases, the exact feasible widths of cycle lanes and/or carriageway would need to be assessed in order to score 1. If parking was changed as suggested in metric 1 (to aid traffic calming), then this could negatively impact cycling space unless the design could incorporate cycle provision.

Recommendations – Section 3

Metric	Current score	Increased score	Criterion	Notes from results	Recommendation
Metric 13: Public seating	0	2	Assessing the full length of the street, the longest distance between public seats is 100m to 199m.	There is no public seating as justified by this tool. The length of street being assessed is less than 500m and there is no public seating within 500m of the centre of this section of street in either direction.	Install benches in the space that could be gained if the radii of the junctions with High Bank Road and Mayfield Road were tightened to slow down vehicles. There is otherwise not much space on this section of the street for benches due to the terraced housing next to the footway, but these are potential locations.
Metric 14: Cycle parking	0	3	Assessing the full length of the street, cycle parking exceeds demand and has step-free access.	No cycle parking at all. No cycle parking that is possible to lock the frame to and is 10m or less away from step free access to the parking.	Install high-quality cycle parking (e.g. around 6 Sheffield stands in the pub car park and Cyclehoops on lampposts where appropriate), ensuring that there is step-free access (e.g. dropped kerbs at junctions within 10m of the cycle parking). There is likely to be relatively high demand here due to the pub, and some visitor parking for the surrounding residential properties would be beneficial too.
Metric 15: Trees	0	1	Assessing the full length of the street, there are trees on this street but less than 50% of the full length of both sides of the street has tree planting.	There are no trees in the public realm on either side of the street.	Due to the constraints on the footway and carriageway widths and terraced housing fronting onto the footway, there is unlikely to be space for over 50% tree coverage. However, more trees could be incorporated into public realm improvements in the traffic calming proposal (see metric 1) and near to benches proposed in the space gained if junction radii were tightened (see metric 5).

Recommendations – Section 3

Metric	Current score	Increased score	Criterion	Notes from results	Recommendation
Metric 16: Green infrastructure	0	3	Assessing the full length of the street, at least three green infrastructure features on the full length of the street.	No green infrastructure in public space.	Green infrastructure could be incorporated into public realm improvements in the traffic calming proposal (see metric 1) and near to benches proposed in the space gained if junction radii were tightened (see metric 5).
Metric 19: Bus stops	0	1	Assessing the weakest bus stop, the bus stop has seating and rain and sun protection for at least 4 customers.	Bus stop is just a sign-post, with footway that is paved to contrast with the tarmac on the surrounding footway and raised kerb for easier access to bus.	Install bench and canopy at the bus stop. To score higher there would need to be more waiting space clear of the walking space, which is not feasible due to footway and carriageway width constraints.

The recommendation tables include the metrics where possible improvements/ changes have been identified.

A summary of some of the more light-touch measures that would improve overall scores are adding seat, trees, planters, cycle parking - without reducing the necessary walking space – and footways and carriageway maintenance. Other considerations would be reduced speeds below 20mph, tightened and raised all the junctions and added mid-block crossings.

Summary

The Healthy Streets scores out of **100** for each section of Bearwood Hill Road are:

- **Section 1 – 31**: includes some houses in the lower section and a hill with significant gradient surrounded by a high wall and bank covered in vegetation.
- **Section 2 – 18:** includes a row of retail/business units on one side of the road and terraced houses on the other side.
- **Section 3 – 12:** includes houses on both sides of the road and a pub at the end.

Figure 13: Small section of public realm space on the corner of Bearwood Hill Road and Newton Road. The planters contain greenery although not visible at this time of the year.

These scores may seem harsh; this is acknowledged as a potential reaction in the Design Check tool Help section, which explains what the scoring is based on. The scoring is not assessing whether the street meets existing design standards; it is assessing the extent to which the street supports people to walk, cycle, access public transport and spend time there. It is common for existing streets to score low on this tool because they have been designed to prioritise the through-movement of vehicles, which is often to the disadvantage of people walking, wheeling, cycling and spending time on the street. This is also a conservative tool, using the weakest point to address many of the metrics; this is intended to raise the standard of street designs to address the most challenging issues and locations. The scoring of 3-0 for each metric is based on best practice design guidance and impact on public health, including various Department for Transport guidance documents and the Equality Act 2010 (amendment Disabled Access) Bill.

Clearly it is not feasible to bring scores for all the metrics up to a 2 or 3 on Bearwood Hill Road, at least not without a huge level of investment/funding. However, it would be possible to make some relatively straightforward changes to the street which would have impact and bring scores up to a 2 or 3 for some metrics. The recommendations are suggested as options which seem most feasible to explore initially and would have the most impact on increasing scores. Further detailed design work would be necessary to ascertain the precise feasibility of the recommendations.

The street has performed well on the audit in terms of some tree cover in section 1 and traffic flow is relatively low on all three sections and so vehicular traffic could have less of a priority here.

The consistently poor aspects all along this street are 'big ticket items' bringing all the scores down: high speeds, narrow and inconsistent walking space, lack of safe crossings.

This audit and report was reviewed by those who created the Healthy Streets Audit Tool stating that notes are good and coring correct.