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Hansen Partnership

Healthy Streets Assessment

Carlisle Street

February 2025

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Version Control and Approval

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1 Executive Summary

City of Port Philip is investigating the applicability of adopting a Healthy Streets Approach in an effort to boost business, increase safety and improve connectivity for Carlisle Street. Within this high activity node and corridor, there are a range of considerations that must be given equal weight through a decision-making process informed by a holistic evaluation method, in addition to conventional transport safety audits and traffic modelling exercises.

Healthy Streets is a framework of 10 indicators which describe what humans need from their streets. When we improve these 10 indicators we deliver better places for people to live in and thereby improve health and wellbeing.

There are lots of different ways we can change how our streets are designed, managed and used day-to-day to improve the Healthy Streets Indicators. We choose the best options for improving each street by first looking at how the street performs against each indicator. We can each make our own

assessment by going out onto the street, observing how the space is being used and answering the questions in the Healthy Streets Qualitive Assessment Tool.

Carlisle Street, within the City of Port Philip is a well connected street that serves a broader residential catchment, including the nearby St Kilda localities across the rail line.

The urban form is low rise, generally a mix of single storey and double storey developments. The measurement of key sections of streets has been undertaking using the Healthy Streets Design Check Tool for Australia. The Design Check contains 19 metrics, each one having a direct effort on one or more of the 10 Healthy Streets Indicators.

The metrics are assessed by making use of traffic count data, assessing the streets weakest point, how the street performs as a whole and how buses are catered for within the street. The benefit of undertaking a Healthy Streets Design Check is to enable a comparison between the existing environment and a proposed new environment that the project may ultimately lead to. The tool can also be used to assess the existing environment to help direct future masterplans and urban renewal strategies.

A summary of the Healthy Streets Design Check scores are presented on the following page.

Future workshops can be undertaken with the community to discuss what the Healthy Streets assessment has revealed for each street with a collective view of agreeing key ideas to improve the street environments and thus the healthy streets scores.

Key measures to improve the streets included:

- Reducing traffic speed where possible through design.
- Tighter intersection radii.
- More space for walking.
- Increasing ease of midblock crossings
- Pedestrian priority at side streets and misblocks
- Improved lighting designs

1.1 Key Recommendations

The key recommendations of this report are as follows:

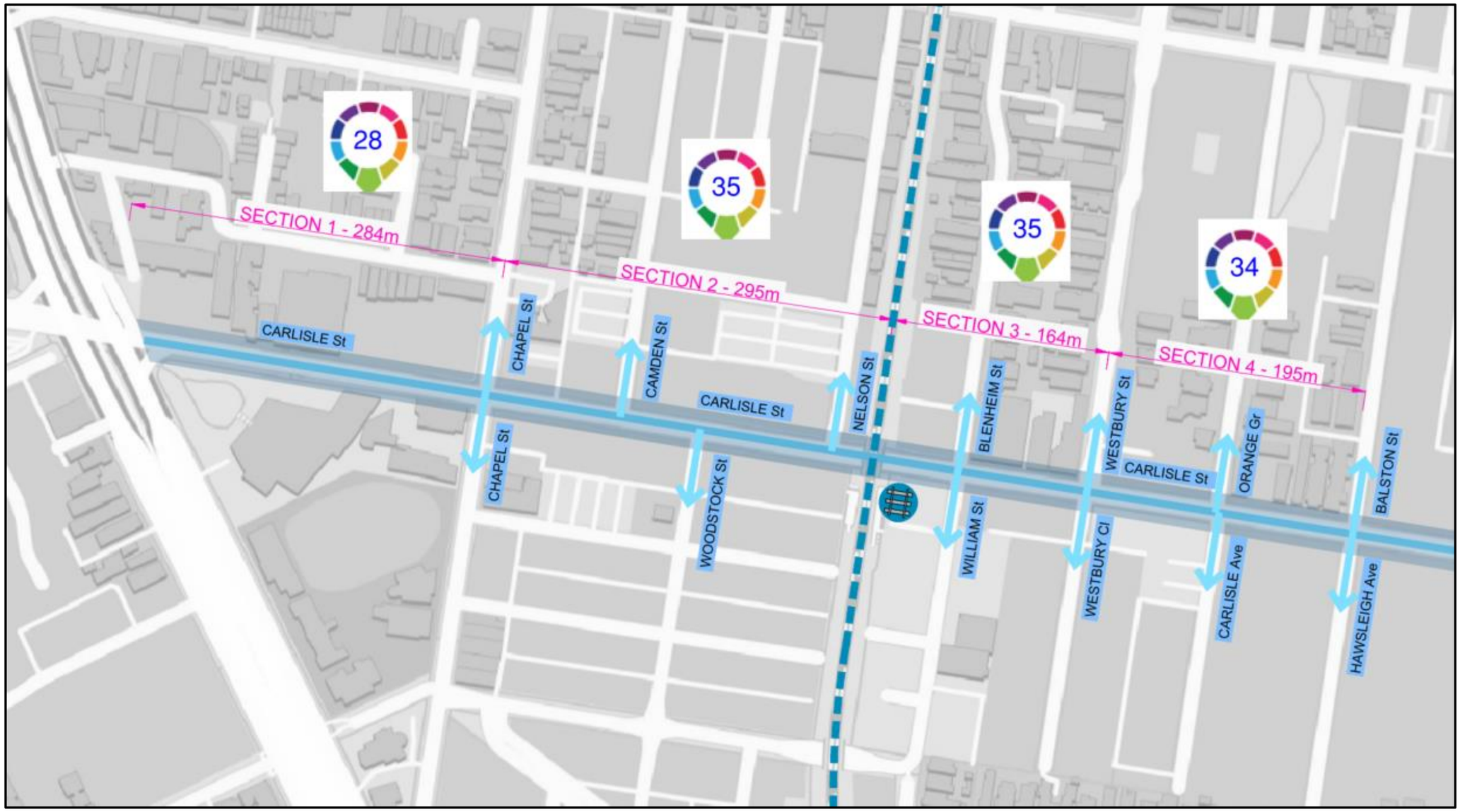
- Ensure Healthy Streets Practitioners and Designers are leading decision making in the project team.
- Ensure that the Healthy Streets Design Check is completed at every stage of the project development to ensure the potential to maximise Healthy Streets outcomes are being considered.
- Ensure a comprehensive Healthy Streets Assessment – comprised of the data sources collected at baseline and post-build review – to demonstrate the success of the project in delivering the Healthy Streets Approach.
- As a project objective, make a commitment for the Healthy Streets score to increase, not decrease, as a result of spending public funds on public streets.
- In collaboration with the City of Port Philip, develop a Streetscape Improvement plan that specifies the concept designs, material and landscape palette, lighting strategy, costings and staging, in a manner that completements the City's Urban Design Framework.

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2 Healthy Streets Design Check Scores

Results from the four Healthy Streets Design Checks, a more in-depth look at the issues identified is provided in the body of the report.

Scores are out of 100.



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3 What is Healthy Streets?

A human-centred framework for embedding public health in transport, public realm and planning

Healthy Streets is a framework of 10 indicators which describe what humans need from their streets.

When we improve these 10 indicators we deliver better places for people to live in and thereby improve health and wellbeing.

There are lots of different ways we can change how our streets are designed, managed and used day-to-day to improve the Healthy Streets Indicators. We choose the best options for improving each street by first looking at how the street performs against each indicator. We can each make our own assessment by going out onto the street, observing how the space is being used and answering the questions in the healthy Street Qualitative Assessment Tool.

There is also a more technical assessment that can be done by designers and engineers which focuses on the traffic and the road layout, this is called the Healthy Streets Design Check.

Once we have identified the priorities we can decide how we want to improve the indicators. What we choose to do will depend on the context of the street, what will be the best use of the available resources and what will be acceptable to people.

The 10 Healthy Streets Indicators



The Healthy Streets Indicators are the foundation of the Healthy Streets Approach. They describe important aspects of the human experience of being on streets that should be considered in the design and evaluation of your project.

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4 The 10 Healthy Streets Indicators

Easy to cross

Our streets need to be easy to cross for everyone. This is important because people prefer to be able to get where they want to go directly and quickly so if we make that difficult for them they will get frustrated and give up. This is called 'severance' and it has real impacts on our health, on our communities and on businesses too. It is not just physical barriers and lack of safe crossing points that cause severance, it's fast moving traffic too.

Shade and shelter

Shade and shelter can come in many forms – trees, awnings, colonnades – and they are needed to ensure that everyone can use the street whatever the weather. In sunny weather we all need protection from the sun, in hot weather certain groups of people struggle to maintain a healthy body temperature, in rain and high winds we all welcome somewhere to shelter. To ensure our streets are inclusive of everyone and welcoming to walk and cycle in no matter the weather we must pay close attention to shade and shelter.

Everyone feels welcome

Streets must be welcoming places for everyone to walk, spend time and engage with other people. This is necessary to keep us all healthy through physical activity and social interaction. It is also what makes places vibrant and keeps communities strong. The best test for whether we are getting our streets right is whether the whole community, particularly children, older people and disabled people are enjoying using this space.

Places to stop and rest

Regular opportunities to stop and rest are essential for some people to be able to use streets on foot or bicycle because they find travelling actively for longer distances a challenge. Seating is therefore essential for creating environments that are inclusive for everyone as well as being important for making streets welcoming places to dwell.

Not too noisy

Noise from road traffic impacts on our health and wellbeing in many ways, it also makes streets stressful for people living and working on them as well as people walking and cycling on them. Reducing the noise from road traffic creates an environment in which people are willing to spend time and interact.

People choose to walk and cycle

We all need to build regular activity into our daily routine and the most effectively 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 these are the most attractive options for them. This means making walking and cycling and public transport use more convenient, pleasant and appealing than private car use.

People feel safe

Feeling safe is a basic requirement that can be hard to deliver. Motorised road transport can make people feel unsafe on foot or bicycle, especially if drivers are travelling too fast or not giving them enough space, time or attention. Managing how people drive so that people can feel safe walking and cycling is vital.

People also need to feel safe from antisocial behaviour, unwanted attention, violence and intimidation. Street lighting and layout, 'eyes on the street' from overlooking buildings and other people using the street can all help to contribute to the sense of safety.

Things to see and do

Street environments need to visually appealing to people walking and cycling, they need to provide reasons for people to use them – local shops and services, opportunities to interact with art, nature, other people.

People feel relaxed

The street environment can make us feel anxious – if it is dirty and noisy, if it feels unsafe, if we don't have enough space, if we are unsure where to go or we can't easily get to where we want to. All of these factors are important for making our streets welcoming and attractive to walk, cycle and spend time in.

Clean air

Air quality has an impact on the health of every person but it particularly impacts on some of the most vulnerable and disadvantaged people in the community – children and people who already have health problems. Reducing air pollution benefits us all and helps to reduce unfair health inequalities

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5 The Healthy Streets Design Check Tool

The measurement of key Carlisle street sections has been undertaken using the Healthy Streets Design Check Tool for Australia.

The Design Check contains 19 metrics, each one having a direct effect on one or more of the 10 Healthy Streets Indicators.

The metrics are assessed by making use of traffic count data (if available), assessing the streets weakest points, how the street performs as a whole and how buses / trams are catered for within the street. These scoring categories are presented below.

How are the 19 Design Metrics Measured?

- Metrics 1-3 Using traffic flow measurements / data
- Metrics 4-12 Finding the weakest point
- Metrics 13-18 The whole street
- Metric 19 Only applicable where buses / trams go

The benefit of undertaking a Healthy Streets Check is to enable a comparison between the existing environment and a proposed new environment that the project may ultimately lead to. Other benefits include:

- Helps designers to think about the whole street/precinct and the human experience, shifting the focus from the individual modes and movement.
- Facilitate conversation between stakeholders about designs.
- Provides an evidence-based score for decision makers to understand how well a street serves the needs of its users.

Each metric is given a score of 0-3, based on detailed guidance. A ‘0’ score represents a design element that is not meeting basic human needs and is a critical safety issue.

The final Healthy Streets score is out of 100. A score of 60 is considered to be a street that is meeting most people’s basic needs. A score of above 80 is a welcoming space for most people.

This table demonstrates how each of the design metrics contribute to the overall Healthy Streets score.

Healthy Streets

Design Check Metric	Healthy Streets Indicators: 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 sir
1 Traffic speed	●	●			●	●	●		●	●
2 Volume of motorised Traffic	●	●			●	●	●		●	●
3 Mix of vehicles	●	●			●	●	●		●	●
4 Conflict between cycles and turning vehicles	●					●	●		●	
5 Turning speeds at side-street intersections	●	●				●	●		●	
6 Ease of crossing mid-block	●	●				●	●		●	
7 Priority of crossing at intersections	●	●				●	●		●	
8 Quality of footpath	●					●			●	
9 Space for walking	●			●		●	●		●	
10 Appropriate seperation of people walking from traffic	●				●	●	●		●	
11 Space for cycling	●			●		●	●		●	
12 Lighting	●					●	●		●	
13 Availability of drinking water	●			●		●	●	●	●	
14 Public seating	●			●		●		●	●	
15 Cycle parking	●			●		●			●	
16 Shade for walking	●		●			●		●	●	
17 Shade for cycling	●		●			●		●	●	
18 Reducing through traffic	●	●			●	●			●	
19 Bus Stops	●		●	●		●			●	

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6 Assessment

6.1 Background

In 2024 a Healthy Streets Assessment was undertaken (by PJA) to identify key elements of the existing streets that require attention to improve safety and welcoming environment of the street.

The City of Port Phillip's council plan includes strategic directions to deliver outcomes for the City in which Carlisle Street aligns with:

- Inclusive Port Phillip
- Liveable Port Philip
- Sustainable Port Phillip
- Vibrant Port Philip
- Well-Governed Port Phillip

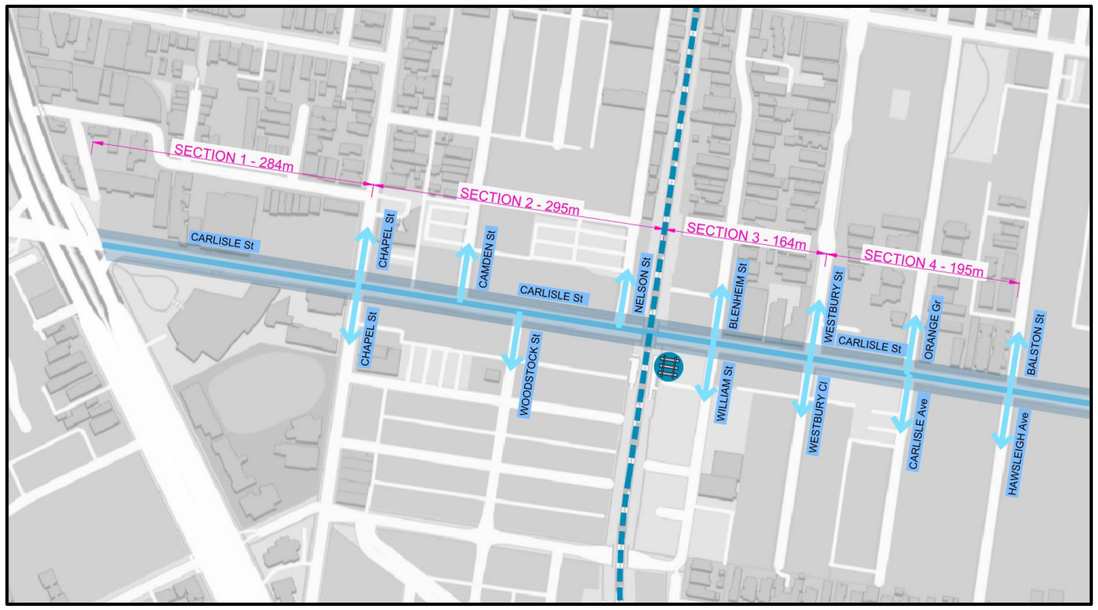
Previous upgrade works that have occurred along Carlisle Street have typically been ad hoc projects, contributing to the current patchwork of materials, furniture, planting and streetscape elements which undermine the street's character. With major developments along Carlisle Street expected, creating a healthier streetscape plan will assist in leveraging these works to include streetscape upgrades.

6.2 Healthy Streets Assessment of Carlisle Street

The assessments were divided into four sections to enable a more focused assessment. These were:

- Brighton Road to Chapel Street
- Chapel Street to Balaclava Station
- Balaclava to Westbury Street
- Westbury Street to Carlisle Avenue

Figure 6-1: Healthy Streets Assessment Area



A number of these common issues identified can be attributed to long stretches of wide-open road encouraging high speeds. Limited midblock crossings available to provide safe crossing of the streets and no protected bicycle lanes. In addition, larger kerb radii allow vehicles to turn at speed, with no provision to provide priority to people walking.

Although the carriageway cross section is large (approx. 20m) and separation from vehicles is more than adequate for safety of people walking along the footpath, due to the on street parking, the usable footpath is only 1.5m wide in most instances which is not sufficient for allowing two people to walk side by side having a conversation uninterrupted if another person approaches in the other direction.

The footpath gets squeezed at points from on street dining and traders creating a hazard for elderly people and those who are mobility impaired.

At intersections and side roads the pavement approaches are designed with generous swept paths for larger vehicles meaning most vehicles are still carrying speed entering conflict areas. The side road crossings currently does not provide a clear hierarchy of priorities to all users. All unsignalised crossings are therefore assumed to be priority for motor vehicles.

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6.3 Key Stake Holder Workshop

During December 2024, a workshop was undertaken with the City of Port Philip and key project stakeholders with the project team.

Key suggestions from the workshop in response to the questions asked included:

- Awaiting CPP feedback

6.4 2024 Healthy Street Design Check Scores

The Healthy Street Design Check assessment scores, for each of the four sections along Carlisle Street is presented below.

Name of Street: Carlisle Street Start: Brighton Road End: Chapel Street	Existing Layout Score
Healthy Streets Score	28
Everyone feels welcome	30
Easy to cross	33
Shade and shelter	0
Places to stop and rest	39
Not too noisy	20
People choose to walk and cycle	30
People feel safe	33
Things to see and do	42
People feel relaxed	30
Clean air	22

Name of Street: Carlisle Street Start: Chapel Street End: Balaclava Station	Existing Layout Score
Healthy Streets Score	35
Everyone feels welcome	35
Easy to cross	29
Shade and shelter	33
Places to stop and rest	44
Not too noisy	20
People choose to walk and cycle	35
People feel safe	33
Things to see and do	58
People feel relaxed	35
Clean air	22

Name of Street: Carlisle Street Start: Balaclava Station End: Westbury Street	Existing Layout Score
Healthy Streets Score	35
Everyone feels welcome	33
Easy to cross	24
Shade and shelter	44
Places to stop and rest	44
Not too noisy	20
People choose to walk and cycle	33
People feel safe	28
Things to see and do	67
People feel relaxed	33
Clean air	22

Name of Street: Carlisle Street Start: Westbury Street End: Balston Street	Existing Layout Score
Healthy Streets Score	34
Everyone feels welcome	35
Easy to cross	29
Shade and shelter	33
Places to stop and rest	39
Not too noisy	20
People choose to walk and cycle	35
People feel safe	33
Things to see and do	58
People feel relaxed	35
Clean air	22

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7 Recommendations

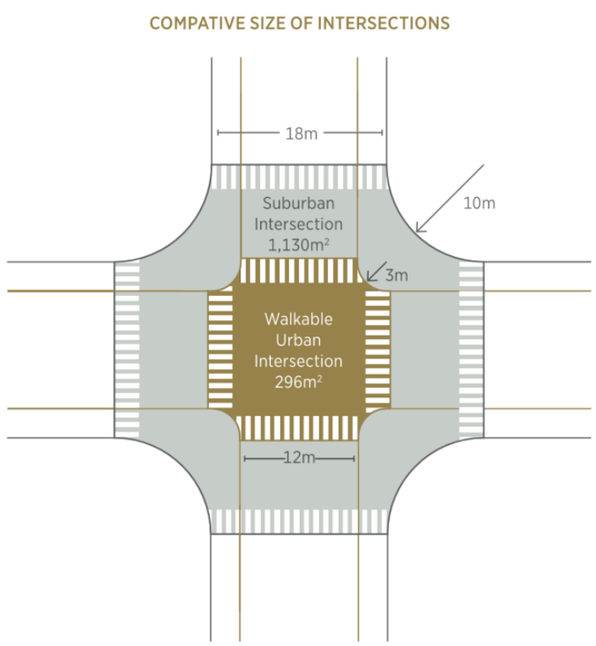
The geometry of an intersection can be enhanced by considering a number of design treatments. The most important techniques are discussed below.

Kerb Radii

Thee geometry of a kerb radius (or corner radius) significantly affects the overall operation and safety of an intersection. The shape and dimensions of kerb radii vary based on street type and transport context.

Kerb radii should be designed to maximise pedestrian space and shorten pedestrian crossing distance. The smallest possible kerb radius should be used, while providing for the appropriate design vehicle.

Minimising kerb radii has multiple benefits for both pedestrians and cyclists. It reduces the crossing distance (thereby decreasing exposure to conflicts), enhances the visibility of the pedestrian, slows turning vehicles down significantly, and brings pedestrian crossings closer to the intersection. Because traffic on the intersection is slowed by minimised kerb radii, it becomes easier for people on the intersection to see one another and adequately respond to each other's movements and actions. Minimised kerb radii also benefit cyclists, as speeds of turning vehicles are reduced, thus reducing the risk of a turning motorist turning left across the path of a cyclist going straight across the intersection.

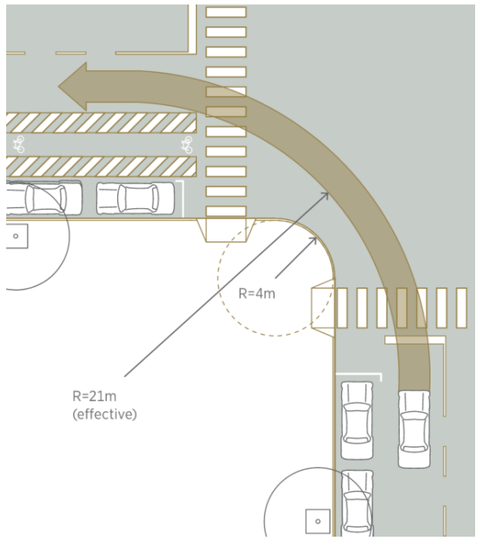


An appropriate kerb radius should be designed for every corner of an intersection, based on the range of vehicles that are expected to use the intersection. It is difficult to design for each and every type of vehicle that is expected to use the intersection, and the occasional difficulty turning movement is acceptable. For instance, kerb radii at local neighbourhood streets should not be designed for the occasional moving truck. Appropriate Design and Check vehicles must be chosen.

Effective Turning Radius

When designing intersections, it is critical to consider the elements that create the effective turning radius. the effective radius is the curve that vehicles follow when turning. The effective radius is influenced by kerb extensions, parking, cycle lanes, medians and receiving lanes.

Many drivers will turn into the centre-most lane to minimise centrifugal force. In order to create the desired conditions of a street type, e.g. slow turning speeds, the effective turning radius must be considered when establishing the actual kerb radius.



The effective turning radius is also a key tool for designing for streets with regular large-vehicle movements. The receiving and the kerbside elements (parking, cycle lanes) defines the effective turning radius that needs to be balanced with the desire to keep the actual kerb radius and intersection as small as possible. Where the effective turning radius for cars exceeds the preferred maximum radius, over-run paved areas can be used for large vehicles turning to manage speed and user conflicts.

Rare large-vehicle movements on neighbourhood and narrow streets can be accommodated by using the entire carriageway, including adjacent and oncoming lanes.

Lane Matching

Lane matching ensures that lanes are allocated in a manner intuitive for users and that supports the priorities of the street type. The number f entering lanes entering an intersection should align with the number of receiving lanes.

The introduction of additional, short vehicle lanes (e.g. stacking lanes) at intersection approaches introduces turbulence (unconfined, unpredictable vehicle movements), rewards aggressive drivers and compromises the objectives of designing a compact, multi-modal intersection.

Exclusive right turn lanes generally should be introduced to the right of the centre-most through-moving vehicle lane. Through-moving lanes that become right turning lanes introduce unnecessary complexity and traffic turbulence and force people driving to make abrupt unpredictable lane changes. The right turn lane should be as short as possible to accommodate the typical queue.

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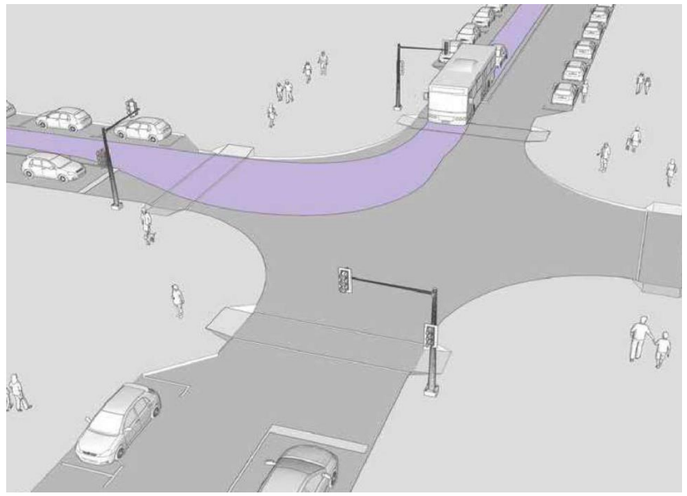
8 Further Design Guidance

Appropriate speeds for Appropriate Context.

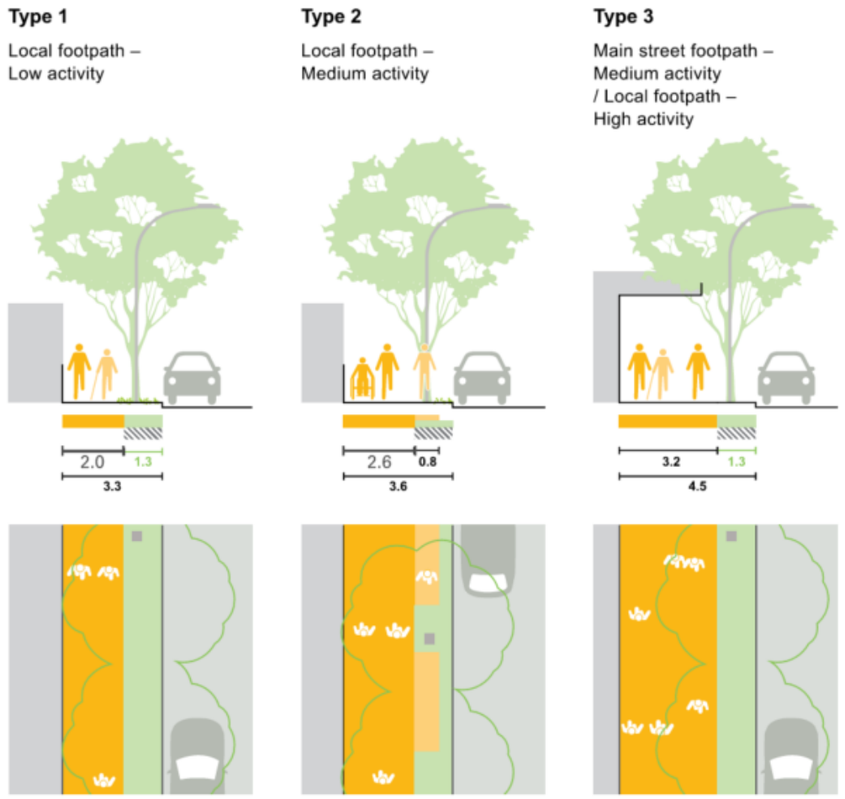
The existing speed limits on all the roads within the study area should be reviewed and reduced (where appropriate) to accommodate a safer environment for all road users.

Desired speed	Appropriate location
10 km/h	Shared spaces
30 km/h	Main street Arterial or Collector. Local Streets. Some Mixed-Use Arterials in centres. Also any type near schools or other major pedestrian destinations. Points of conflict with vulnerable people (crossings, intersections).
40 km/h*	Neighbourhood or Mixed-Use Collectors. Some Mixed-Use Arterials in centres. Any School Zones that have not been reduced to 30 km/h. *Prefer 30 km/h for safety, unless protected crossings provide good accessibility.
50 km/h	Single Use Arterials. Mixed-Use Arterials with extended urban lengths. These streets must be provided with suitable safe crossing points with speed reduced locally.
>50 km/h	Single use arterials with limited access, Urban expressways and motorways. Safe crossings should be grade-separated or at intersections with speed reduced locally.

Accomodating Buses with Tight Intersections



Walking Space Guidance



Low activity local footpaths are appropriate where people walking are unlikely to pass people coming the other way.

These footpaths support 2 friends walking together and passing if they walking in single file.

Medium activity local footpaths are appropriate where people walking are more than likely to pass people coming the other way.

These footpaths support 2 people passing abreast or 2 friends walking together passing another person using the Passing Zone.

Medium activity main street footpaths are appropriate where people walking are virtually certain to pass people coming the other way.

These footpaths support 2 friends walking together and passing another person without having to walk in single file.

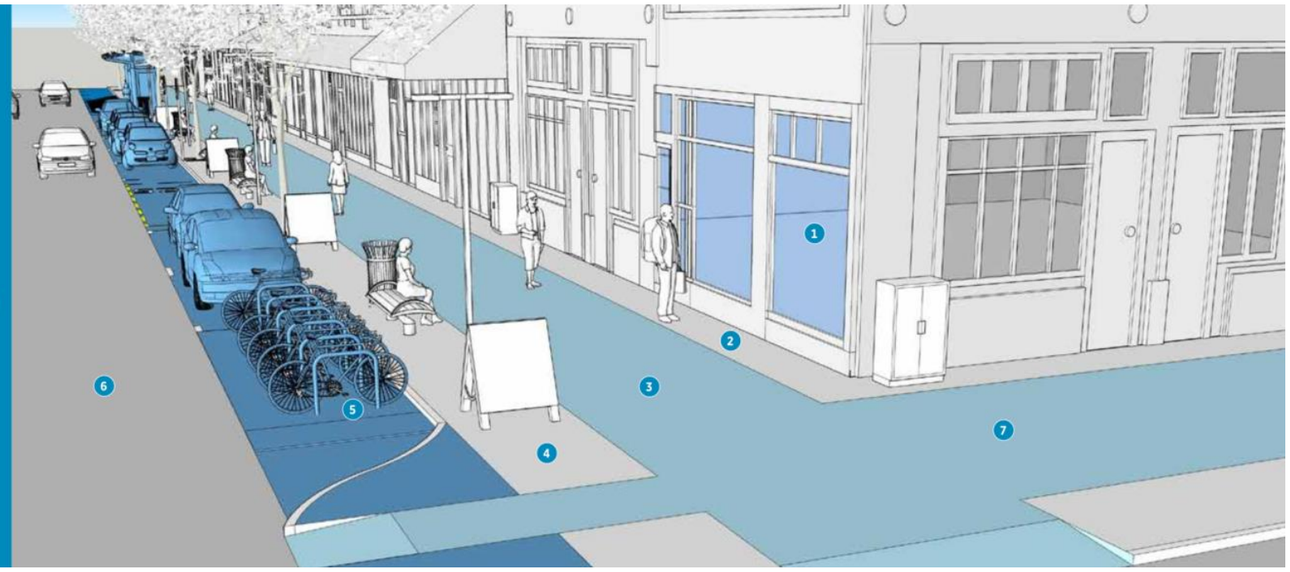
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Walking Space Guidance

Different zones can be identified across the road reserve in high-density urban areas. From the building to the travelled way, they include:

- Adjacent lands
- Frontage zone
- Pedestrian clear path
- Street furniture zone
- Ancillary zone
- Carriageway

The following zones are considered when setting out a street cross section.



1 ADJACENT LANDS

The adjacent lands often contain active land uses, including places to eat and drink and ground-floor retail. The adjacent lands host the types of active land use that draws people to the street, and also serves as the point of origin for many pedestrians using the footpath.

2 FRONTAGE ZONE

The frontage zone is the space adjacent to the building edge where ground-floor uses spill out onto the footpath. It can be an extension of the active land uses found along a street. The frontage zone is where the features found along the edge of a street interact with the street use.

3 PEDESTRIAN THROUGH ROUTE

The pedestrian through route (also referred to as pedestrian through zone) provides a movement zone for pedestrians that is clear of any obstacles, facilitating through access for people walking along a street, regardless of age and abilities. Frequent safe crossings provide continuity for people on foot.

4 STREET FURNITURE ZONE

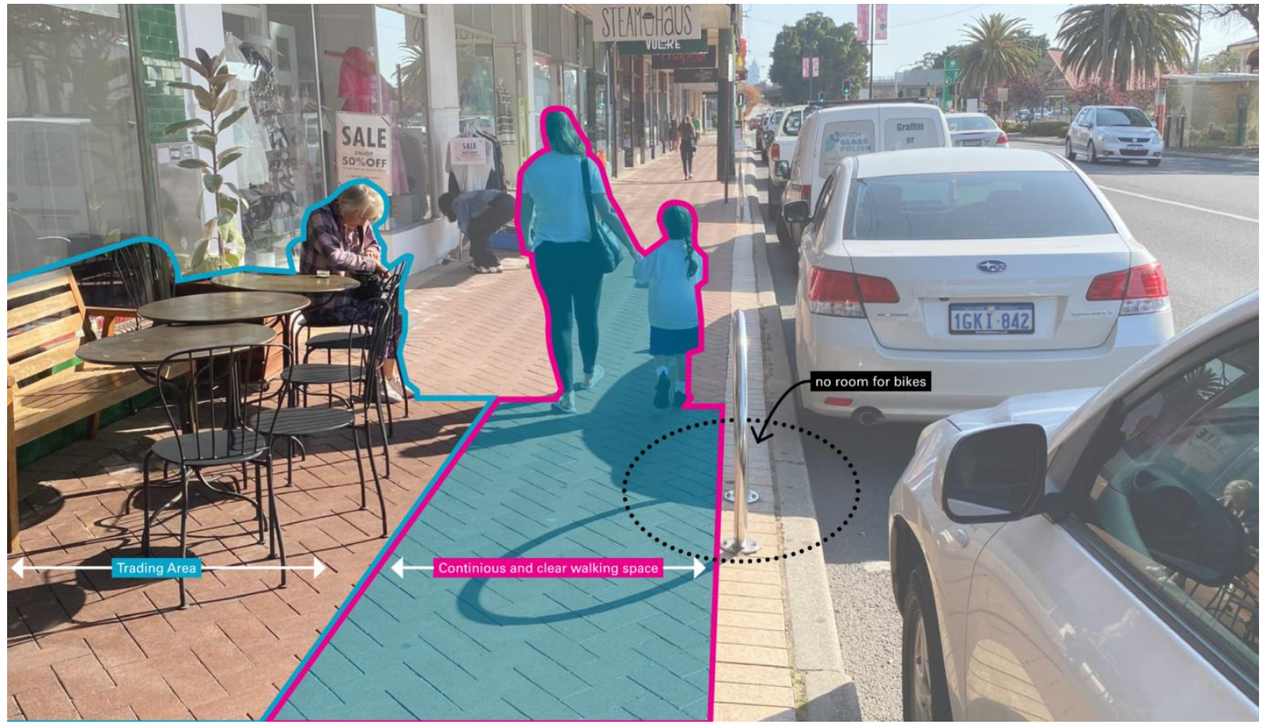
The street furniture zone is the designated area for a variety of features. It provides space for signs, light and signal poles, street trees, public transport stops, rubbish bins, and any additional underground infrastructure.

5 ANCILLARY ZONE

The ancillary zone sits between the street furniture zone and the carriageway, and offers opportunities to provide temporary pedestrian uses such as kerb build-outs, patios and parklets. Other uses include cycle and car parking, loading zones, taxi stands, pick-up/drop-off zones and public transport stops.

6 CARRIAGEWAY

The carriageway provides space for travelling through the street for vehicles, public transport and for the delivery of goods. In off-peak hours, this space may be partially used for parking and loading. On occasions, access to vehicles might be restricted to provide space for events and festivals.



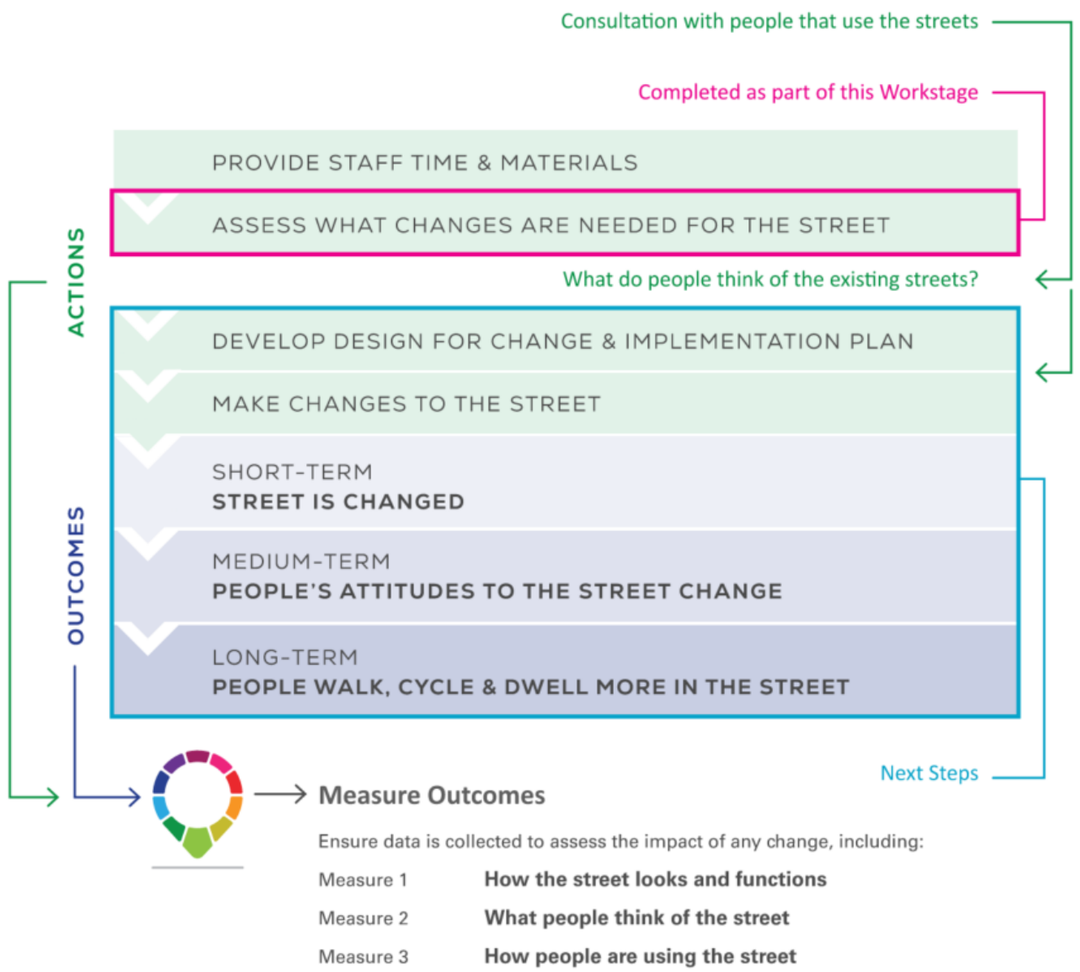
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9 Next Steps

The Healthy Streets Approach should be applied throughout the process of development, delivery and evaluation. This ensures the best outcomes for people, balancing priorities and always meeting those basic human needs set out in the 10 Healthy Streets Indicators.

The skills in delivering the Healthy Streets Approach comes from synthesising the suggestions made at the workshops to deliver multiple benefits in the round through a joined-up approach to design. For example, narrowing and raising the entrances to site streets and car parks helps people driving to comply with their legal obligation to give way to people on the footpath, it reduces the risk of those cycling being hit by turning vehicles and it ensures a safe, pleasant and accessible environment for people walking along the street. Likewise widening the footpaths creates more space for people to walk comfortably, and also provides safe space for shade planting, seating and cycle parking. The additional benefits from this are that narrower traffic lanes means people find it easier to drive within the speed limit and gives those cycling more confidence that the people driving will see them and help to keep them safe.

At the beginning of any project it is essential to get a rounded understanding of how the streets are working for people. The Healthy Streets Design Checks presented in this report provide valuable information about how the street looks and functions. This should be applied throughout the design process to keep the project aligned with the Healthy Streets Approach. In addition, it is necessary to gather data on how people are using the street, where they linger, walk, cycle, cross the street, how, when and where they drive and park cars. Thirdly it is essential to get an understanding of how people feel the street currently performs against the Healthy Streets Indicators. This can be achieved with an on-street Survey or focus groups using the Healthy Streets Qualitative Assessment. For more information on how to embed the Healthy Streets Approach in the development of future projects see the Healthy Streets Evaluation Framework.



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"do we prioritise people walking while accommodating cars; or are we prioritisng cars while barely accommodating people?

- Lucy Saunders

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PJA

Appendix A

Healthy Street Results and Scoring

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Healthy Streets Score

Name of street

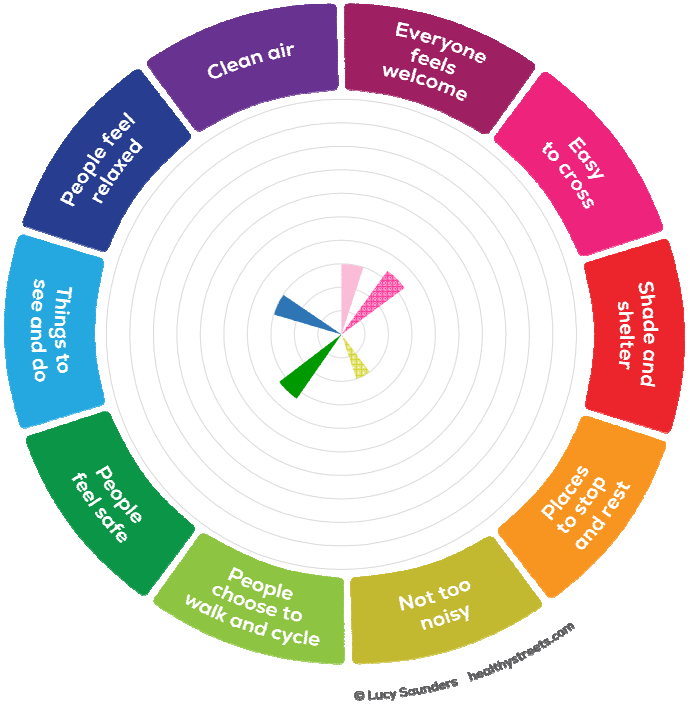
Carlisle Street

Name of street at start intersection

Brighton Road

Name of street at end intersection

Chapel Street



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	28	
Everyone feels welcome	30	
Easy to cross	33	
Shade and shelter	0	
Places to stop and rest	39	
Not too noisy	20	
People choose to walk and cycle	30	
People feel safe	33	
Things to see and do	42	
People feel relaxed	30	
Clean air	22	

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Scoring

	Metrics	Score 3	Score 2	Score 1	Score 0	How do I measure this?	Existing layout	Notes on existing layout scores	Proposed layout	Notes on proposed layout scores
1	Traffic speed	For the hour when vehicle speeds are highest the 85th percentile is below 30kph	For the hour when vehicle speeds are highest the 85th percentile is 30-39 kph	For the hour when vehicle speeds are highest the 85th percentile is 40-49 kph	For the hour when vehicle speeds are highest the 85th percentile is 50kph or more	info	0	Default 50km/h Speed limit and no LATM to slow traffic. 40km/h Speed limit during peak periods		
2	Volume of motorised traffic	For the hour when traffic volume is at its peak there are 199 or fewer vehicles (both directions)	For the hour when traffic volume is at its peak there are 200-499 vehicles (both directions)	For the hour when traffic volume is at its peak there are 500-999 vehicles (both directions)	For the hour when traffic volume is at its peak there are 1000 or more vehicles (both directions)	info	1	Based on steady flow of vehicle movements during site visit. Spot counts and traffic data to be requested		
3	Mix of vehicles	The only large vehicles using the street are public service vehicles, public transport and vehicles servicing properties on the street	The proportion of large vehicles (excluding public transport) is less than 1% in the peak hour	The proportion of large vehicles (excluding public transport) is 1-3% of motorised traffic in the peak hour	The proportion of large vehicles (excluding public transport) is greater than 3% of motorised traffic in the peak hour	info	1	A few large vehicles were noted during assessment, est. to be below 3%		
4	Conflict between cycles and turning vehicles	At the weakest intersection: Measures are in place to reduce the number and speed of turning movements by motor vehicles at intersections and driveway cross-overs AND At signal controlled intersections all conflicting movements between cycles and turning motor vehicles have separated phases during the traffic signal cycle	At the weakest intersection: Measures are in place to reduce the number or speed of turning movements by motor vehicles at intersections and driveway cross-overs AND At signal controlled intersections cycle movements do not have separate phases during the traffic signal cycle but mitigation measures are in place	At the weakest intersection: There are no restrictions on speed or number of turning movements by motor vehicles at intersections and other uncontrolled accesses but there is a space allocated to cycles	At the weakest intersection does not meet criteria in 1-3 i.e. At signal controlled intersections cycle movements do not have separate phases during the traffic signal cycle and there are no mitigation measures in place At uncontrolled intersections there are no restrictions on speed or number if turning movements by motor vehicles and there is no space allocated to cycles	info	0	no measure in place to reduce number or speed of turning vehicles and no space allocated for cycles (necessary given operating speed)		
5	Turning speeds at side-street intersections	The weakest side-street intersection has a narrow, tight geometry such that a turning motorised vehicle must slow down to less than 5 km/hr and the carriageway is raised to the level of the footpath e.g. footway continuation or raised pedestrian crossing e.g. wombat crossing	The weakest side-street intersection has a narrow, tight geometry such that a turning motorised vehicle must slow down to less than 5 km/hr and instead of a raised carriageway at the intersection there are pram ramps on the desire line	The weakest side-street intersection has only pram ramps at the intersection and these are on the desire line	The weakest side-street intersection does not meet criteria in 1-3 i.e. has no pram ramps or pram ramps are not on the desire line	info	3	Only side street enters council building carpark. Raised entrance (footpath level) and continuous footpath across, indicating pedestrian priority		
6	Ease of crossing mid block	See table	See table	See table	See table	info	2	150m between intersections and central crossing		
7	Priority of crossing at intersections	Score using tables for intersections crossing side streets and main roads and use the lower of the 2 scores if they differ	Score using tables for intersections crossing side streets and main roads and use the lower of the 2 scores if they differ	Score using tables for intersections crossing side streets and main roads and use the lower of the 2 scores if they differ	Score using tables for intersections crossing side streets and main roads and use the lower of the 2 scores if they differ	info	0	Crossing time at Brighton Road intersection >60 seconds for pedestrian cycle		
8	Quality of the footpath	At the weakest point there is an even, level, non-slip surface	At the weakest point there is a non-slip surface without defects but it is not level	At the weakest point there are minor defects but none more than 14mm level difference	At the weakest point there is at least one major defect (a level difference of 15mm or more)	info	1	Pavements generally in ok condition, Trip hazard noted approx 14mm on northern side (temporry / permanent services cover) and uneven services cover along southern footpath		
9	Space for walking	At the weakest point the minimum clear walking space achieves A	At the weakest point the minimum clear walking space achieves B	At the weakest point the minimum clear walking space achieves C	At the weakest point the minimum clear walking space achieves D	info	0	Footpath is generally reduced to 1.5m with on street traders, people walking >70 in the peak hour		
10	Appropriate separation of people walking from traffic	At the weakest point the buffer achieves A	At the weakest point the buffer achieves B	At the weakest point the buffer achieves C	At the weakest point the buffer achieves D	info	1	Closest is at intersections where dual lane approach, >0.6m based on street furnature to measured pedestrian path		
11	Space for cycling	At the weakest point: If the speed limit is greater than 30kph, cycles are physically separated from other traffic and the effective width of the track is more than 2.5m (1-way) at the narrowest point If the speed limit is 30kph or lower, cycles mix with general traffic if peak hour flow is 200 vehicles or fewer	At the weakest point: If the speed limit is greater than 30 kph, cycles are physically separated from other traffic and the effective width of the track is 2m - 2.5m (1-way) or 3.5m+ (2-way) at the narrowest point If the speed limit is 30kph or lower, cycles mix with general traffic if peak hour flow is 200-500 vehicles	At the weakest point: Cycles are separated from other traffic and the effective width of the lane/track is 1.8-2m (1-way) or 2.5 - 3.4m (2-way) effective width at its narrowest point. If the speed limit is 30kph cycles mix with general traffic if peak hour flow is more than 500 vehicles	At the weakest point does not meet criteria in 1-3 i.e. If cycles are separated from other traffic the track is less than 1.8m effective width at its narrowest point If the speed limit is above 30kph and cycles are mixing with general traffic or in an unseparated cycle lane on the carriageway	info	0	no cycle infrastructure present, people on bikes travel on road mixed with traffic		
12	Lighting	At the weakest point lighting has been specifically designed to prioritise comfort and safety of people walking and cycling, the light quality has been specifically selected for colour and glare	At the weakest point there is purpose designed lighting provided to ensure safety of people walking and cycling	At the weakest point lighting has been designed for motor vehicle safety. Walking areas meet Australian Standards as a consequence of the carriageway being illuminated	At the weakest point does not meet criteria in 1-3 i.e. lighting of walking and/or cycling areas is absent or inconsistent (e.g. light is obstructed by planting) and does not meet Australian Standards	info	1	Lighting design for motor vehicles but street furnature and canopies obscures it to the footpath		
13	Availability of drinking water	There is less than 400m to the nearest bubbler in every direction along the street from the centre point of this street	There is 400m to 799m to the nearest bubbler in every direction along the street from the centre point of this street	There is more than 800m but less than 1.2 km to the nearest bubbler in every direction along the street from the centre point of this street	There is more than 1.2 km to the nearest bubbler in every direction along the street from the centre point of this street	info	3	Located within assessment boundary 2, between Woodstock Street and Balaclava Station		
14	Public seating	Assessing the full length of the street the longest distance between public seats on this street is less than 50m	Assessing the full length of the street the longest distance between public seats on this street is between 50m and 199m	Assessing the full length of the street the longest distance between public seats on this street is between 200m and 399m	Assessing the full length of the street the longest distance between public seats on this street is 400m or more	info	2	Longest section between library and Chapel Street Intersection		
15	Cycle parking	Assessing the full length of the street the longest distance between available public cycle parking on this street is less than 50m and there is step free access	Assessing the full length of the street the longest distance between available public cycle parking on this street is between 50m and 199m and there is step free access	Assessing the full length of the street the longest distance between available public cycle parking on this street is between 200m and 399m and/or there is not step free access	Assessing the full length of the street the longest distance between available public cycle parking on this street is 400m or more	info	2	Utilising pedestrian ramps and ramps associated with disabled parking. Measuring only step free access		
16	Shade for walking	Assessing the full length of the street there is 90% or more linear coverage of walking space	Assessing the full length of the street there is 75-89% linear coverage of walking space	Assessing the full length of the street there is 50-74% linear coverage of walking space	Assessing the full length of the street there is less than 50% linear coverage of walking space	info	0	250m long street x 2 sides. Sparadic shading with building canopies and tree cover along northern footpath. Southern footpath has limited / no shading		
17	Shade for cycling	Assessing the full length of the street there is 75% or more linear coverage of cycling space	Assessing the full length of the street there is 50-74% linear coverage of cycling space	Assessing the full length of the street there is 25-49% linear coverage of cycling space	Assessing the full length of the street there is less than 25% linear coverage of cycling space	info	0	Low level buildings and limited tree canopies result in limited shade provided to nearside traffic lane		
18	Reducing through traffic	Assessing the whole street there is no through-movement for private motorised traffic	Assessing the whole street through movement for private motorised vehicles is permitted but use of the side streets is indirect (i.e one way or requires at least 2 turns) AND speed limit is 30km/hr or below	Assessing the whole street through movement for private motorised vehicles is permitted but speed limit is 30km/hr or below	Street does not meet criteria in 1-3 i.e. through movement for private motorised vehicles is permitted and speed limit is 40km/hr or above	info	0	Through movement is permitted and speed limit is 50km/h		
					Are there any bus services running on this street? Yes/No		Yes			
19	Bus stops	At the weakest performing bus stop: There is sufficient waiting space based on peak patronage that is clear of the walking space; the bus stop has seating; rain and sun protection for 25% of peak customers (or at least 4 people); step free access and safe crossing of any cycleways to access the stop	At the weakest performing bus stop: There is sufficient waiting space based on average patronage that is clear of the walking space; the bus stop has seating; rain and sun protection for at least 4 people; step free access and safe crossing of any cycleways to access the stop	At the weakest performing bus stop: The bus stop has seating and rain and sun protection for at least 4 people	The weakest performing bus stop does not achieve criteria to score 1-3	info	0	Tram stop adjacent to Brighton Road has no pedestrian facilities		

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Healthy Streets Score

Name of street

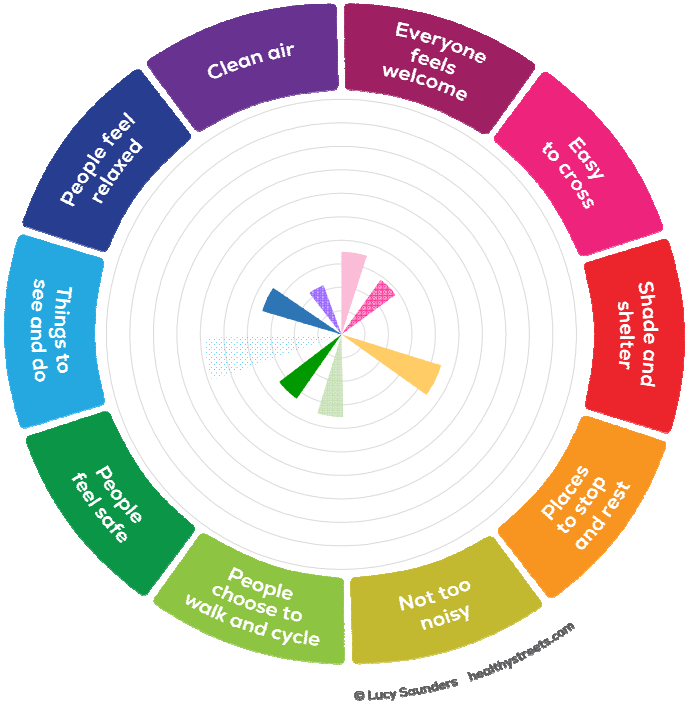
Carlisle Street

Name of street at start intersection

Chapel Street

Name of street at end intersection

Balaclava Railway Station



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	35	
Everyone feels welcome	35	
Easy to cross	29	
Shade and shelter	33	
Places to stop and rest	44	
Not too noisy	20	
People choose to walk and cycle	35	
People feel safe	33	
Things to see and do	58	
People feel relaxed	35	
Clean air	22	

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Scoring

	Metrics	Score 3	Score 2	Score 1	Score 0	How do I measure this?	Existing layout	Notes on existing layout scores	Proposed layout	Notes on proposed layout scores
1	**Traffic speed**	For the hour when vehicle speeds are highest the 85th percentile is below 30kph	For the hour when vehicle speeds are highest the 85th percentile is 30-39 kph	For the hour when vehicle speeds are highest the 85th percentile is 40-49 kph	For the hour when vehicle speeds are highest the 85th percentile is 50kph or more	info	0	**Default 50km/h Speed limit and no LATM to slow traffic. 40km/h Speed limit during peak periods**		
2	**Volume of motorised traffic**	For the hour when traffic volume is at its peak there are 199 or fewer vehicles (both directions)	For the hour when traffic volume is at its peak there are 200-499 vehicles (both directions)	For the hour when traffic volume is at its peak there are 500-999 vehicles (both directions)	For the hour when traffic volume is at its peak there are 1000 or more vehicles (both directions)	info	1	**Based on steady flow of vehicle movements during site visit. Spot counts and traffic data to be requested**		
3	**Mix of vehicles**	The only large vehicles using the street are public service vehicles, public transport and vehicles servicing properties on the street	The proportion of large vehicles (excluding public transport) is less than 1% in the peak hour	The proportion of large vehicles (excluding public transport) is 1-3% of motorised traffic in the peak hour	The proportion of large vehicles (excluding public transport) is greater than 3% of motorised traffic in the peak hour	info	1	**A few large vehicles were noted during assessment, est. to be below 3%**		
4	**Conflict between cycles and turning vehicles**	At the weakest intersection: Measures are in place to reduce the number and speed of turning movements by motor vehicles at intersections and driveway cross-overs AND At signal controlled intersections all conflicting movements between cycles and turning motor vehicles have separated phases during the traffic signal cycle	At the weakest intersection: Measures are in place to reduce the number or speed of turning movements by motor vehicles at intersections and driveway cross-overs AND At signal controlled intersections cycle movements do not have separate phases during the traffic signal cycle but mitigation measures are in place	At the weakest intersection: There are no restrictions on speed or number of turning movements by motor vehicles at intersections and other uncontrolled accesses but there is a space allocated to cycles	At the weakest intersection does not meet criteria in 1-3 i.e. At signal controlled intersections cycle movements do not have separate phases during the traffic signal cycle and there are no mitigation measures in place At uncontrolled intersections there are no restrictions on speed or number if turning movements by motor vehicles and there is no space allocated to cycles	info	1	**no measure in place to reduce number or speed of turning vehicles and no space allocated for cycles (necessary given operating speed)**		
5	**Turning speeds at side-street intersections**	The weakest side-street intersection has a narrow, tight geometry such that a turning motorised vehicle must slow down to less than 5 km/hr and the carriageway is raised to the level of the footpath e.g. footway continuation or raised pedestrian crossing e.g. wombat crossing	The weakest side-street intersection has a narrow, tight geometry such that a turning motorised vehicle must slow down to less than 5 km/hr and instead of a raised carriageway at the intersection there are pram ramps on the desire line	The weakest side-street intersection has only pram ramps at the intersection and these are on the desire line	The weakest side-street intersection does not meet criteria in 1-3 i.e. has no pram ramps or pram ramps are not on the desire line	info	1	**Flush pedestrian crossings with raised side-street road. Wide radius and carriageway still allows for higher speed turns greater than 5 km/hr**		
6	**Ease of crossing mid block**	See table	See table	See table	See table	info	1	**Distance between mid-block intersections along the northern footpath are <100m and therfore not included within this assessment. The two mid-block sections are: - Chapel Street / Woodstock Street, and - Woodstock Street / Balaclava Station. Chapel Street / Woodstock Street is the weakest section providing only dropped crossings adjacent to Camden Street**		
7	**Priority of crossing at intersections**	Score using tables for intersections crossing side streets and main roads and use the lower of the 2 scores if they differ	Score using tables for intersections crossing side streets and main roads and use the lower of the 2 scores if they differ	Score using tables for intersections crossing side streets and main roads and use the lower of the 2 scores if they differ	Score using tables for intersections crossing side streets and main roads and use the lower of the 2 scores if they differ	info	2	**Signalised crossings providing waiting times <45 seconds**		
8	**Quality of the footpath**	At the weakest point there is an even, level, non-slip surface	At the weakest point there is a non-slip surface without defects but it is not level	At the weakest point there are minor defects but none more than 14mm level difference	At the weakest point there is at least one major defect (a level difference of 15mm or more)	info	1	**Pavements generally in ok condition, minor trip hazards noticed adjacent to street trees and uneven pavers**		
9	**Space for walking**	At the weakest point the minimum clear walking space achieves A	At the weakest point the minimum clear walking space achieves B	At the weakest point the minimum clear walking space achieves C	At the weakest point the minimum clear walking space achieves D	info	0	**Footpath is generally reduced to 1.5m with on street traders, people walking >70 in the peak hour**		
10	**Appropriate separation of people walking from traffic**	At the weakest point the buffer achieves A	At the weakest point the buffer achieves B	At the weakest point the buffer achieves C	At the weakest point the buffer achieves D	info	1	**Closest is at intersections where dual lane approach, >0.6m based on street furnature to measured pedestrian path**		
11	**Space for cycling**	At the weakest point: If the speed limit is greater than 30kph, cycles are physically separated from other traffic and the effective width of the track is more than 2.5m (1-way) at the narrowest point If the speed limit is 30kph or lower, cycles mix with general traffic if peak hour flow is 200 vehicles or fewer	At the weakest point: If the speed limit is greater than 30 kph, cycles are physically separated from other traffic and the effective width of the track is 2m - 2.5m (1-way) or 3.5m+ (2-way) at the narrowest point If the speed limit is 30kph or lower, cycles mix with general traffic if peak hour flow is 200-500 vehicles	At the weakest point: Cycles are separated from other traffic and the effective width of the lane/track is 1.8-2m (1-way) or 2.5 - 3.4m (2-way) effective width at its narrowest point. If the speed limit is 30kph cycles mix with general traffic if peak hour flow is more than 500 vehicles	At the weakest point does not meet criteria in 1-3 i.e. If cycles are separated from other traffic the track is less than 1.8m effective width at its narrowest point If the speed limit is above 30kph and cycles are mixing with general traffic or in an unseparated cycle lane on the carriageway	info	0	**no cycle infrastructure present, people on bikes travel on road mixed with traffic**		
12	**Lighting**	At the weakest point lighting has been specifically designed to prioritise comfort and safety of people walking and cycling, the light quality has been specifically selected for colour and glare	At the weakest point there is purpose designed lighting provided to ensure safety of people walking and cycling	At the weakest point lighting has been designed for motor vehicle safety. Walking areas meet Australian Standards as a consequence of the carriageway being illuminated	At the weakest point does not meet criteria in 1-3 i.e. lighting of walking and/or cycling areas is absent or inconsistent (e.g. light is obstructed by planting) and does not meet Australian Standards	info	1	**Lighting design for motor vehicles but street furnature and canopies obscures it to the footpath**		
13	**Availability of drinking water**	There is less than 400m to the nearest bubbler in every direction along the street from the centre point of this street	There is 400m to 799m to the nearest bubbler in every direction along the street from the centre point of this street	There is more than 800m but less than 1.2 km to the nearest bubbler in every direction along the street from the centre point of this street	There is more than 1.2 km to the nearest bubbler in every direction along the street from the centre point of this street	info	3	**Located centrally within assessment area adjacent to Woodstock Street**		
14	**Public seating**	Assessing the full length of the street the longest distance between public seats on this street is less than 50m	Assessing the full length of the street the longest distance between public seats on this street is between 50m and 199m	Assessing the full length of the street the longest distance between public seats on this street is between 200m and 399m	Assessing the full length of the street the longest distance between public seats on this street is 400m or more	info	2	**Longest section is noted to be between Chapel Street and Camden Street**		
15	**Cycle parking**	Assessing the full length of the street the longest distance between available public cycle parking on this street is less than 50m and there is step free access	Assessing the full length of the street the longest distance between available public cycle parking on this street is between 50m and 199m and there is step free access	Assessing the full length of the street the longest distance between available public cycle parking on this street is between 200m and 399m and/or there is not step free access	Assessing the full length of the street the longest distance between available public cycle parking on this street is 400m or more	info	2	**Utilising pedestrian ramps and ramps associated with disabled parking. Measuring only step free access**		
16	**Shade for walking**	Assessing the full length of the street there is 90% or more linear coverage of walking space	Assessing the full length of the street there is 75-89% linear coverage of walking space	Assessing the full length of the street there is 50-74% linear coverage of walking space	Assessing the full length of the street there is less than 50% linear coverage of walking space	info	2	**280m long street x 2 sides, less 10m for each side street (3) = 530m. 459m measured on NearMap Aerial Imagery. 86.5% Estimate canopy cover**		
17	**Shade for cycling**	Assessing the full length of the street there is 75% or more linear coverage of cycling space	Assessing the full length of the street there is 50-74% linear coverage of cycling space	Assessing the full length of the street there is 25-49% linear coverage of cycling space	Assessing the full length of the street there is less than 25% linear coverage of cycling space	info	0	**Low level buildings and limited tree canopies result in limited shade provided to nearside traffic lane**		
18	**Reducing through traffic**	Assessing the whole street there is no through-movement for private motorised traffic	Assessing the whole street through movement for private motorised vehicles is permitted but use of the side streets is indirect (i.e one way or requires at least 2 turns) AND speed limit is 30km/hr or below	Assessing the whole street through movement for private motorised vehicles is permitted but speed limit is 30km/hr or below	Street does not meet criteria in 1-3 i.e. through movement for private motorised vehicles is permitted and speed limit is 40km/hr or above	info	0	**Through movement is permitted and speed limit is 50km/h**		
					Are there any bus services running on this street? Yes/No		Yes			
19	**Bus stops**	At the weakest performing bus stop: There is sufficient waiting space based on peak patronage that is clear of the walking space; the bus stop has seating; rain and sun protection for 25% of peak customers (or at least 4 people); step free access and safe crossing of any cycleways to access the stop	At the weakest performing bus stop: There is sufficient waiting space based on average patronage that is clear of the walking space; the bus stop has seating; rain and sun protection for at least 4 people; step free access and safe crossing of any cycleways to access the stop	At the weakest performing bus stop: The bus stop has seating and rain and sun protection for at least 4 people	The weakest performing bus stop does not achieve criteria to score 1-3	info	1	**Tram stops have seating available and sun protection from adjacent building canopies**		

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Healthy Streets Score

Name of street

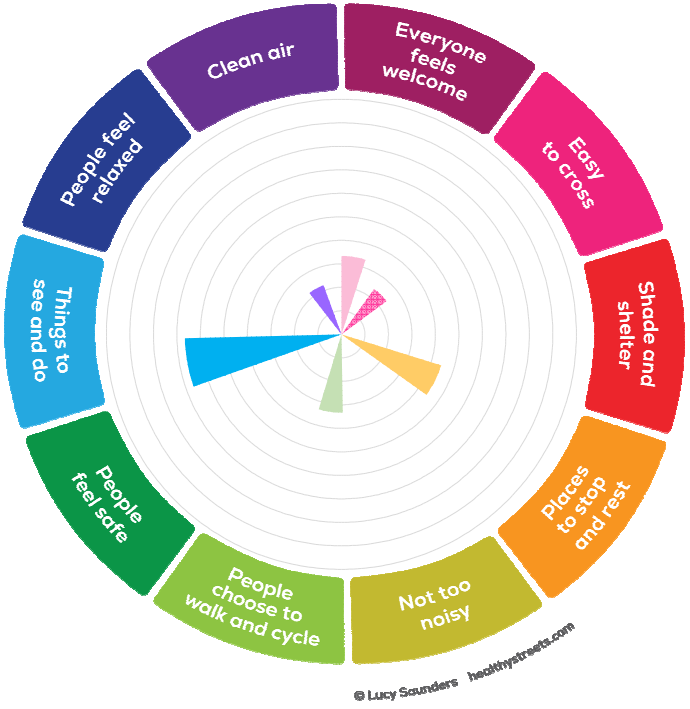
Carlisle Street

Name of street at start intersection

Balaclava Railway Station

Name of street at end intersection

Westbury Street



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	35	
Everyone feels welcome	33	
Easy to cross	24	
Shade and shelter	44	
Places to stop and rest	44	
Not too noisy	20	
People choose to walk and cycle	33	
People feel safe	28	
Things to see and do	67	
People feel relaxed	33	
Clean air	22	

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Scoring

	Metrics	Score				How do I measure this?	Existing layout	Notes on existing layout scores	Proposed layout	Notes on proposed layout scores
		3	2	1	0					
1	**Traffic speed**	For the hour when vehicle speeds are highest the 85th percentile is below 30kph	For the hour when vehicle speeds are highest the 85th percentile is 30-39 kph	For the hour when vehicle speeds are highest the 85th percentile is 40-49 kph	For the hour when vehicle speeds are highest the 85th percentile is 50kph or more	info	0	**Default 50km/h Speed limit and no LATM to slow traffic. 40km/h Speed limit during peak periods**		
2	**Volume of motorised traffic**	For the hour when traffic volume is at its peak there are 199 or fewer vehicles (both directions)	For the hour when traffic volume is at its peak there are 200-499 vehicles (both directions)	For the hour when traffic volume is at its peak there are 500-999 vehicles (both directions)	For the hour when traffic volume is at its peak there are 1000 or more vehicles (both directions)	info	1	**Based on steady flow of vehicle movements during site visit. Spot counts and traffic data to be requested**		
3	**Mix of vehicles**	The only large vehicles using the street are public service vehicles, public transport and vehicles servicing properties on the street	The proportion of large vehicles (excluding public transport) is less than 1% in the peak hour	The proportion of large vehicles (excluding public transport) is 1-3% of motorised traffic in the peak hour	The proportion of large vehicles (excluding public transport) is greater than 3% of motorised traffic in the peak hour	info	1	**A few large vehicles were noted during assessment, est. to be below 3%**		
4	**Conflict between cycles and turning vehicles**	At the weakest intersection: Measures are in place to reduce the number and speed of turning movements by motor vehicles at intersections and driveway cross-overs AND At signal controlled intersections all conflicting movements between cycles and turning motor vehicles have separated phases during the traffic signal cycle	At the weakest intersection: Measures are in place to reduce the number or speed of turning movements by motor vehicles at intersections and driveway cross-overs AND At signal controlled intersections cycle movements do not have separate phases during the traffic signal cycle but mitigation measures are in place	At the weakest intersection: There are no restrictions on speed or number of turning movements by motor vehicles at intersections and other uncontrolled accesses but there is a space allocated to cycles	At the weakest intersection does not meet criteria in 1-3 i.e. At signal controlled intersections cycle movements do not have separate phases during the traffic signal cycle and there are no mitigation measures in place At uncontrolled intersections there are no restrictions on speed or number if turning movements by motor vehicles and there is no space allocated to cycles	info	1	**no measure in place to reduce number or speed of turning vehicles and no space allocated for cycles (necessary given operating speed)**		
5	**Turning speeds at side-street intersections**	The weakest side-street intersection has a narrow, tight geometry such that a turning motorised vehicle must slow down to less than 5 km/hr and the carriageway is raised to the level of the footpath e.g. footway continuation or raised pedestrian crossing e.g. wombat crossing	The weakest side-street intersection has a narrow, tight geometry such that a turning motorised vehicle must slow down to less than 5 km/hr and instead of a raised carriageway at the intersection there are pram ramps on the desire line	The weakest side-street intersection has only pram ramps at the intersection and these are on the desire line	The weakest side-street intersection does not meet criteria in 1-3 i.e. has no pram ramps or pram ramps are not on the desire line	info	1	**Flush pedestrian crossings with raised side-street road. Wide radius and carriageway still allows for higher speed turns greater than 5 km/hr**		
6	**Ease of crossing mid block**	See table	See table	See table	See table	info	1	**Distance between mid-block intersections are <100m and therfore not included within the assessment. The section is therfore assessed as a single mid-block assessment.**		
7	**Priority of crossing at intersections**	Score using tables for intersections crossing side streets and main roads and use the lower of the 2 scores if they differ	Score using tables for intersections crossing side streets and main roads and use the lower of the 2 scores if they differ	Score using tables for intersections crossing side streets and main roads and use the lower of the 2 scores if they differ	Score using tables for intersections crossing side streets and main roads and use the lower of the 2 scores if they differ	info	1	**Dropped crossings providing tactile paving crossing no more than 1 lane in each direction**		
8	**Quality of the footpath**	At the weakest point there is an even, level, non-slip surface	At the weakest point there is a non-slip surface without defects but it is not level	At the weakest point there are minor defects but none more than 14mm level difference	At the weakest point there is at least one major defect (a level difference of 15mm or more)	info	1	**Pavements generally in ok condition, minor trip hazards noticed adjacent to street trees and uneven pavers**		
9	**Space for walking**	At the weakest point the minimum clear walking space achieves A	At the weakest point the minimum clear walking space achieves B	At the weakest point the minimum clear walking space achieves C	At the weakest point the minimum clear walking space achieves D	info	0	**Footpath is generally reduced to 1.5m with on street traders, people walking >70 in the peak hour**		
10	**Appropriate separation of people walking from traffic**	At the weakest point the buffer achieves A	At the weakest point the buffer achieves B	At the weakest point the buffer achieves C	At the weakest point the buffer achieves D	info	1	**Closest is at intersections where dual lane approach, >0.6m based on street furnature to measured pedestrian path**		
11	**Space for cycling**	At the weakest point: If the speed limit is greater than 30kph, cycles are physically separated from other traffic and the effective width of the track is more than 2.5m (1-way) at the narrowest point If the speed limit is 30kph or lower, cycles mix with general traffic if peak hour flow is 200 vehicles or fewer	At the weakest point: If the speed limit is greater than 30 kph, cycles are physically separated from other traffic and the effective width of the track is 2m - 2.5m (1-way) or 3.5m+ (2-way) at the narrowest point If the speed limit is 30kph or lower, cycles mix with general traffic if peak hour flow is 200-500 vehicles	At the weakest point: Cycles are separated from other traffic and the effective width of the lane/track is 1.8-2m (1-way) or 2.5 - 3.4m (2-way) effective width at its narrowest point. If the speed limit is 30kph cycles mix with general traffic if peak hour flow is more than 500 vehicles	At the weakest point does not meet criteria in 1-3 i.e. If cycles are separated from other traffic the track is less than 1.8m effective width at its narrowest point If the speed limit is above 30kph and cycles are mixing with general traffic or in an unseparated cycle lane on the carriageway	info	0	**no cycle infrastructure present, people on bikes travel on road mixed with traffic**		
12	**Lighting**	At the weakest point lighting has been specifically designed to prioritise comfort and safety of people walking and cycling, the light quality has been specifically selected for colour and glare	At the weakest point there is purpose designed lighting provided to ensure safety of people walking and cycling	At the weakest point lighting has been designed for motor vehicle safety. Walking areas meet Australian Standards as a consequence of the carriageway being illuminated	At the weakest point does not meet criteria in 1-3 i.e. lighting of walking and/or cycling areas is absent or inconsistent (e.g. light is obstructed by planting) and does not meet Australian Standards	info	1	**Lighting design for motor vehicles but street furnature and canopies obscures it to the footpath**		
13	**Availability of drinking water**	There is less than 400m to the nearest bubbler in every direction along the street from the centre point of this street	There is 400m to 799m to the nearest bubbler in every direction along the street from the centre point of this street	There is more than 800m but less than 1.2 km to the nearest bubbler in every direction along the street from the centre point of this street	There is more than 1.2 km to the nearest bubbler in every direction along the street from the centre point of this street	info	3	**Located within section 2, adjacent to Woodstock Street**		
14	**Public seating**	Assessing the full length of the street the longest distance between public seats on this street is less than 50m	Assessing the full length of the street the longest distance between public seats on this street is between 50m and 199m	Assessing the full length of the street the longest distance between public seats on this street is between 200m and 399m	Assessing the full length of the street the longest distance between public seats on this street is 400m or more	info	2	**Lack of regular public seating within this area, approx. 100m between areas**		
15	**Cycle parking**	Assessing the full length of the street the longest distance between available public cycle parking on this street is less than 50m and there is step free access	Assessing the full length of the street the longest distance between available public cycle parking on this street is between 50m and 199m and there is step free access	Assessing the full length of the street the longest distance between available public cycle parking on this street is between 200m and 399m and/or there is not step free access	Assessing the full length of the street the longest distance between available public cycle parking on this street is 400m or more	info	2	**Utilising pedestrian ramps and ramps associated with disabled parking. Measuring only step free access**		
16	**Shade for walking**	Assessing the full length of the street there is 90% or more linear coverage of walking space	Assessing the full length of the street there is 75-89% linear coverage of walking space	Assessing the full length of the street there is 50-74% linear coverage of walking space	Assessing the full length of the street there is less than 50% linear coverage of walking space	info	3	**150m long street x 2 sides, less 10m for each side street (2.5) = 275m. 249m measured on NearMap Aerial Imagery. 90.5% Estimate canopy cover**		
17	**Shade for cycling**	Assessing the full length of the street there is 75% or more linear coverage of cycling space	Assessing the full length of the street there is 50-74% linear coverage of cycling space	Assessing the full length of the street there is 25-49% linear coverage of cycling space	Assessing the full length of the street there is less than 25% linear coverage of cycling space	info	0	Low level buildings and limited tree canopies result in limited shade provided to nearside traffic lane		
18	**Reducing through traffic**	Assessing the whole street there is no through-movement for private motorised traffic	Assessing the whole street through movement for private motorised vehicles is permitted but use of the side streets is indirect (i.e one way or requires at least 2 turns) AND speed limit is 30km/hr or below	Assessing the whole street through movement for private motorised vehicles is permitted but speed limit is 30km/hr or below	Street does not meet criteria in 1-3 i.e. through movement for private motorised vehicles is permitted and speed limit is 40km/hr or above	info	0	**Through movement is permitted and speed limit is 50km/h**		
					Are there any bus services running on this street? Yes/No		Yes			
19	**Bus stops**	At the weakest performing bus stop: There is sufficient waiting space based on peak patronage that is clear of the walking space; the bus stop has seating; rain and sun protection for 25% of peak customers (or at least 4 people); step free access and safe crossing of any cycleways to access the stop	At the weakest performing bus stop: There is sufficient waiting space based on average patronage that is clear of the walking space; the bus stop has seating; rain and sun protection for at least 4 people; step free access and safe crossing of any cycleways to access the stop	At the weakest performing bus stop: The bus stop has seating and rain and sun protection for at least 4 people	The weakest performing bus stop does not achieve criteria to score 1-3	info	1	**Tram stops have seating available and sun protection from adjacent building canopies**		

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Healthy Streets Score

Name of street

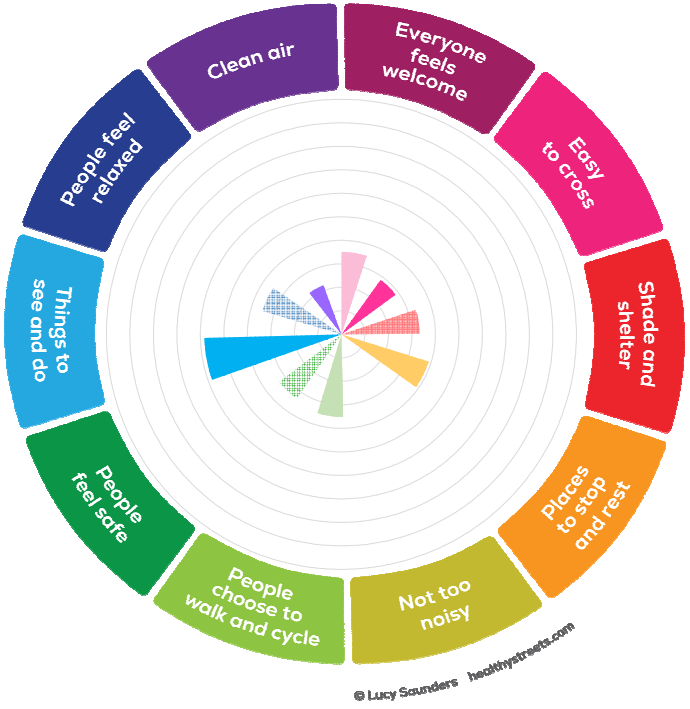
Carlisle Street

Name of street at start intersection

Westbury Street

Name of street at end intersection

Balston Street



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	34	
Everyone feels welcome	35	
Easy to cross	29	
Shade and shelter	33	
Places to stop and rest	39	
Not too noisy	20	
People choose to walk and cycle	35	
People feel safe	33	
Things to see and do	58	
People feel relaxed	35	
Clean air	22	

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Scoring

	Metrics	Score				How do I measure this?	Existing layout	Notes on existing layout scores	Proposed layout	Notes on proposed layout scores
		3	2	1	0					
1	**Traffic speed**	For the hour when vehicle speeds are highest the 85th percentile is below 30kph	For the hour when vehicle speeds are highest the 85th percentile is 30-39 kph	For the hour when vehicle speeds are highest the 85th percentile is 40-49 kph	For the hour when vehicle speeds are highest the 85th percentile is 50kph or more	info	0	**Default 50km/h Speed limit and no LATM to slow traffic. 40km/h Speed limit during peak periods**		
2	**Volume of motorised traffic**	For the hour when traffic volume is at its peak there are 199 or fewer vehicles (both directions)	For the hour when traffic volume is at its peak there are 200-499 vehicles (both directions)	For the hour when traffic volume is at its peak there are 500-999 vehicles (both directions)	For the hour when traffic volume is at its peak there are 1000 or more vehicles (both directions)	info	1	**Based on steady flow of vehicle movements during site visit. Spot counts and traffic data to be requested**		
3	**Mix of vehicles**	The only large vehicles using the street are public service vehicles, public transport and vehicles servicing properties on the street	The proportion of large vehicles (excluding public transport) is less than 1% in the peak hour	The proportion of large vehicles (excluding public transport) is 1-3% of motorised traffic in the peak hour	The proportion of large vehicles (excluding public transport) is greater than 3% of motorised traffic in the peak hour	info	1	**A few large vehicles were noted during assessment, est. to be below 3%**		
4	**Conflict between cycles and turning vehicles**	At the weakest intersection: Measures are in place to reduce the number and speed of turning movements by motor vehicles at intersections and driveway cross-overs AND At signal controlled intersections all conflicting movements between cycles and turning motor vehicles have separated phases during the traffic signal cycle	At the weakest intersection: Measures are in place to reduce the number or speed of turning movements by motor vehicles at intersections and driveway cross-overs AND At signal controlled intersections cycle movements do not have separate phases during the traffic signal cycle but mitigation measures are in place	At the weakest intersection: There are no restrictions on speed or number of turning movements by motor vehicles at intersections and other uncontrolled accesses but there is a space allocated to cycles	At the weakest intersection does not meet criteria in 1-3 i.e. At signal controlled intersections cycle movements do not have separate phases during the traffic signal cycle and there are no mitigation measures in place At uncontrolled intersections there are no restrictions on speed or number if turning movements by motor vehicles and there is no space allocated to cycles	info	0	**no measure in place to reduce number or speed of turning vehicles and no space allocated for cycles (necessary given operating speed)**		
5	**Turning speeds at side-street intersections**	The weakest side-street intersection has a narrow, tight geometry such that a turning motorised vehicle must slow down to less than 5 km/hr and the carriageway is raised to the level of the footpath e.g. footway continuation or raised pedestrian crossing e.g. wombat crossing	The weakest side-street intersection has a narrow, tight geometry such that a turning motorised vehicle must slow down to less than 5 km/hr and instead of a raised carriageway at the intersection there are pram ramps on the desire line	The weakest side-street intersection has only pram ramps at the intersection and these are on the desire line	The weakest side-street intersection does not meet criteria in 1-3 i.e. has no pram ramps or pram ramps are not on the desire line	info	3	**Only side street enters council building carpark. Raised entrance (footpath level) and continuous footpath across, indicating pedestrian priority**		
6	**Ease of crossing mid block**	See table	See table	See table	See table	info	2	**150m between intersections and central crossing**		
7	**Priority of crossing at intersections**	Score using tables for intersections crossing side streets and main roads and use the lower of the 2 scores if they differ	Score using tables for intersections crossing side streets and main roads and use the lower of the 2 scores if they differ	Score using tables for intersections crossing side streets and main roads and use the lower of the 2 scores if they differ	Score using tables for intersections crossing side streets and main roads and use the lower of the 2 scores if they differ	info	0	**Crossing time at Brighton Road intersection >60 seconds for pedestrian cycle**		
8	**Quality of the footpath**	At the weakest point there is an even, level, non-slip surface	At the weakest point there is a non-slip surface without defects but it is not level	At the weakest point there are minor defects but none more than 14mm level difference	At the weakest point there is at least one major defect (a level difference of 15mm or more)	info	1	**Pavements generally in ok condition, Trip hazard noted approx 14mm on northern side (temporry / permanent services cover) and uneven services cover along southern footpath**		
9	**Space for walking**	At the weakest point the minimum clear walking space achieves A	At the weakest point the minimum clear walking space achieves B	At the weakest point the minimum clear walking space achieves C	At the weakest point the minimum clear walking space achieves D	info	0	**Footpath is generally reduced to 1.5m with on street traders, people walking >70 in the peak hour**		
10	**Appropriate separation of people walking from traffic**	At the weakest point the buffer achieves A	At the weakest point the buffer achieves B	At the weakest point the buffer achieves C	At the weakest point the buffer achieves D	info	1	**Closest is at intersections where dual lane approach, >0.6m based on street furnature to measured pedestrian path**		
11	**Space for cycling**	At the weakest point: If the speed limit is greater than 30kph, cycles are physically separated from other traffic and the effective width of the track is more than 2.5m (1-way) at the narrowest point If the speed limit is 30kph or lower, cycles mix with general traffic if peak hour flow is 200 vehicles or fewer	At the weakest point: If the speed limit is greater than 30 kph, cycles are physically separated from other traffic and the effective width of the track is 2m - 2.5m (1-way) or 3.5m+ (2-way) at the narrowest point If the speed limit is 30kph or lower, cycles mix with general traffic if peak hour flow is 200-500 vehicles	At the weakest point: Cycles are separated from other traffic and the effective width of the lane/track is 1.8-2m (1-way) or 2.5 - 3.4m (2-way) effective width at its narrowest point. If the speed limit is 30kph cycles mix with general traffic if peak hour flow is more than 500 vehicles	At the weakest point does not meet criteria in 1-3 i.e. If cycles are separated from other traffic the track is less than 1.8m effective width at its narrowest point If the speed limit is above 30kph and cycles are mixing with general traffic or in an unseparated cycle lane on the carriageway	info	0	**no cycle infrastructure present, people on bikes travel on road mixed with traffic**		
12	**Lighting**	At the weakest point lighting has been specifically designed to prioritise comfort and safety of people walking and cycling, the light quality has been specifically selected for colour and glare	At the weakest point there is purpose designed lighting provided to ensure safety of people walking and cycling	At the weakest point lighting has been designed for motor vehicle safety. Walking areas meet Australian Standards as a consequence of the carriageway being illuminated	At the weakest point does not meet criteria in 1-3 i.e. lighting of walking and/or cycling areas is absent or inconsistent (e.g. light is obstructed by planting) and does not meet Australian Standards	info	1	**Lighting design for motor vehicles but street furnature and canopies obscures it to the footpath**		
13	**Availability of drinking water**	There is less than 400m to the nearest bubbler in every direction along the street from the centre point of this street	There is 400m to 799m to the nearest bubbler in every direction along the street from the centre point of this street	There is more than 800m but less than 1.2 km to the nearest bubbler in every direction along the street from the centre point of this street	There is more than 1.2 km to the nearest bubbler in every direction along the street from the centre point of this street	info	3	**Located within assessment boundary 2, between Woodstock Street and Balaclava Station**		
14	**Public seating**	Assessing the full length of the street the longest distance between public seats on this street is less than 50m	Assessing the full length of the street the longest distance between public seats on this street is between 50m and 199m	Assessing the full length of the street the longest distance between public seats on this street is between 200m and 399m	Assessing the full length of the street the longest distance between public seats on this street is 400m or more	info	2	**Longest section between library and Chapel Street Intersection**		
15	**Cycle parking**	Assessing the full length of the street the longest distance between available public cycle parking on this street is less than 50m and there is step free access	Assessing the full length of the street the longest distance between available public cycle parking on this street is between 50m and 199m and there is step free access	Assessing the full length of the street the longest distance between available public cycle parking on this street is between 200m and 399m and/or there is not step free access	Assessing the full length of the street the longest distance between available public cycle parking on this street is 400m or more	info	2	**Utilising pedestrian ramps and ramps associated with disabled parking. Measuring only step free access**		
16	**Shade for walking**	Assessing the full length of the street there is 90% or more linear coverage of walking space	Assessing the full length of the street there is 75-89% linear coverage of walking space	Assessing the full length of the street there is 50-74% linear coverage of walking space	Assessing the full length of the street there is less than 50% linear coverage of walking space	info	0	**250m long street x 2 sides. Sparadic shading with building canopies and tree cover along northern footpath. Southern footpath has limited / no shading**		
17	**Shade for cycling**	Assessing the full length of the street there is 75% or more linear coverage of cycling space	Assessing the full length of the street there is 50-74% linear coverage of cycling space	Assessing the full length of the street there is 25-49% linear coverage of cycling space	Assessing the full length of the street there is less than 25% linear coverage of cycling space	info	0	**Low level buildings and limited tree canopies result in limited shade provided to nearside traffic lane**		
18	**Reducing through traffic**	Assessing the whole street there is no through-movement for private motorised traffic	Assessing the whole street through movement for private motorised vehicles is permitted but use of the side streets is indirect (i.e one way or requires at least 2 turns) AND speed limit is 30km/hr or below	Assessing the whole street through movement for private motorised vehicles is permitted but speed limit is 30km/hr or below	Street does not meet criteria in 1-3 i.e. through movement for private motorised vehicles is permitted and speed limit is 40km/hr or above	info	0	**Through movement is permitted and speed limit is 50km/h**		
					Are there any bus services running on this street? Yes/No		Yes			
19	**Bus stops**	At the weakest performing bus stop: There is sufficient waiting space based on peak patronage that is clear of the walking space; the bus stop has seating; rain and sun protection for 25% of peak customers (or at least 4 people); step free access and safe crossing of any cycleways to access the stop	At the weakest performing bus stop: There is sufficient waiting space based on average patronage that is clear of the walking space; the bus stop has seating; rain and sun protection for at least 4 people; step free access and safe crossing of any cycleways to access the stop	At the weakest performing bus stop: The bus stop has seating and rain and sun protection for at least 4 people	The weakest performing bus stop does not achieve criteria to score 1-3	info	0	**Tram stop adjacent to Brighton Road has no pedestrian facilities**		

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transport • engineering • placemaking

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