

Petersfield Placemaking: Pulens Lane

A Healthy Streets Assessment on the current and proposed design of Pulens Lane

October 2023

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Introduction to Healthy Streets

What is Healthy Streets?

The Healthy Streets Approach is a human-centred framework to prioritise and embed Public Health within planning and transport.¹ The approach is designed to evaluate and assess streets for the human experience in ten different ‘indicators’ that must be prioritised to improve social, economic, and environmental sustainability for future streets’ design and management.

The approach is designed to build improvements on existing conditions, rather than to create a ‘perfect’ end goal. The ten indicators for a more balanced and ‘healthy’ street are below:

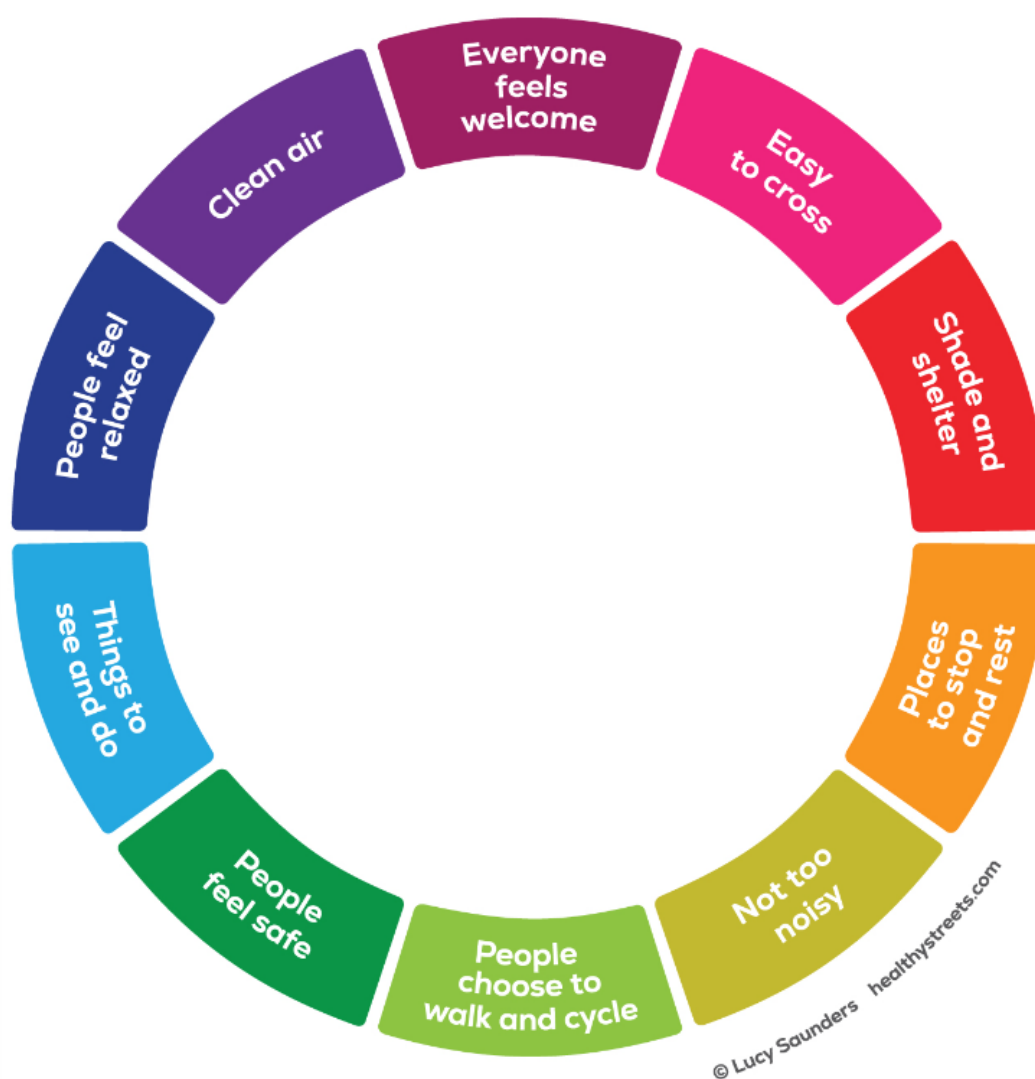


Figure 1: Healthy Streets Indicators

¹ 'What is Healthy Streets?' < [What is Healthy Streets? — Healthy Streets](#) > (accessed 13 October 2023).

The Healthy Streets Indicators

The Healthy Streets indicators are comprised of nineteen individual standards of measurement that are scored on a level from 0 to 3, (0 being unsafe, unhealthy, or inaccessible) to assess how 'healthy' the street is. Each of these measurement's scores can change from the current design to the proposed or newly implemented design and change the overall 'score' of the street.

The indicators provide a mark out of 100, with each measurement weighting differently for its role in the indicators.

The score is based on the 'weakest point' and 'whole length of the street' basis, and the weakest points are identified as part of the approach. By totalling up the scores based on the weakest parts of the street, the overall score that is calculated shows how 'healthy' the street is against its weakest points.

The tool is therefore for street designers and engineers to evaluate their potential improvements against the Healthy Streets Approach to ensure that the street is improved against social, economic, and environmental factors for human health.

To understand the scoring of Healthy Streets, 'high' and 'low' scoring streets are pictured in Figure 2 and Figure 3.



Figure 2: A Southampton street that would score a 'low' score on the Healthy Streets Assessment

Figure 2 above shows a street in Southampton that would score poorly on a Healthy Streets Assessment. This is due to the lack of priority, space, and crossing facilities for pedestrians and cyclists.

Figure 3 below shows what a high-scoring street would look like according to the Healthy Streets Assessment.



Figure 3: A street in Southampton that would score well in a Healthy Streets Assessment

Figure 3 displays a street that would score highly due to the partial pedestrianisation of the street, places to stop and rest, and things to do. A high score is not always possible on A and B roads that accommodate through-traffic and are not able to accommodate pedestrians to such an extent as Figure 3.

Evaluating Pulens Lane as a Healthy Street

To evaluate Pulens Lane effectively, Hampshire County Council auditors divided Pulens Lane into three 'segments':

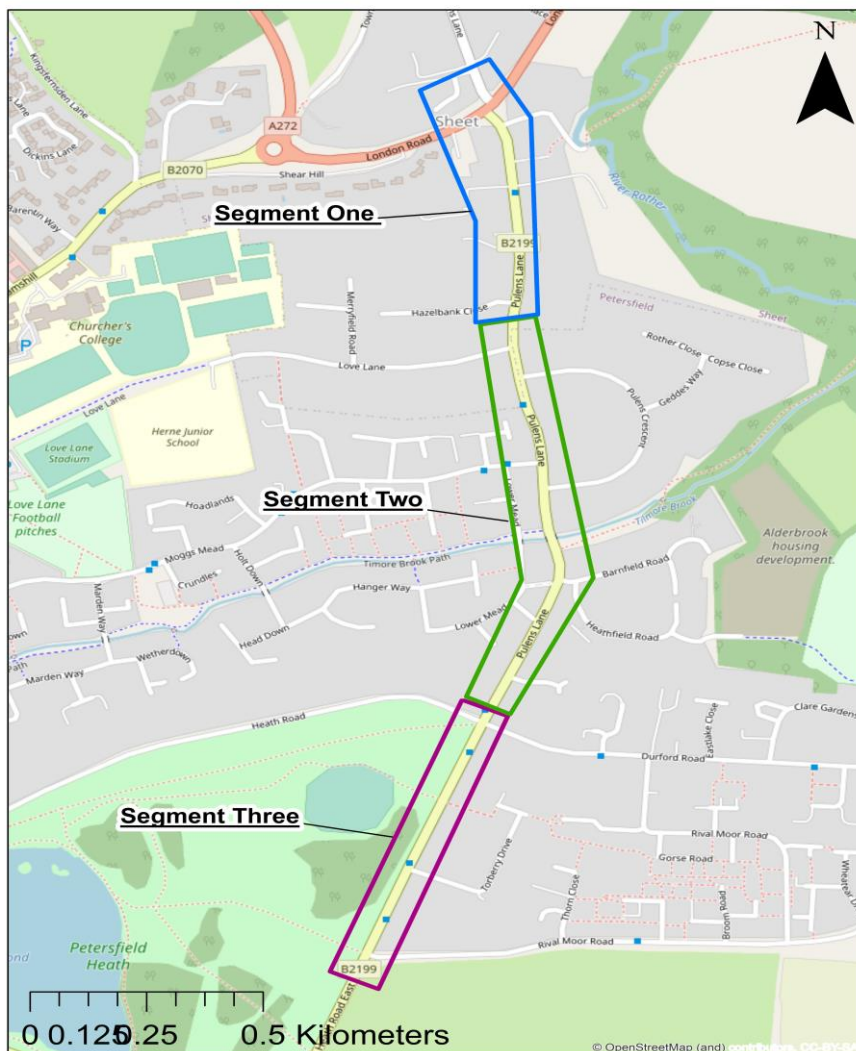


Figure 4: Healthy Streets Segment Divisions on Pulens Lane

Therefore, three different scores have been produced for the segments on Pulens Lane. These can be seen below.

Because of the semi-rural nature of Pulens Lane, being a part of the South Downs National Park, all measures planned for will align as placemaking features, aiming to keep the semi-rural aesthetic of the area. Therefore, not all of the indicators are able to be improved in order to preserve the natural environment and aesthetic.

Segment One: A272 London Road to Hazelbank Close



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	18	32
Everyone feels welcome	16	26
Easy to cross	13	29
Shade and shelter	17	17
Places to stop and rest	0	13
Not too noisy	20	40
People choose to walk and cycle	16	26
People feel safe	13	23
Things to see and do	44	67
People feel relaxed	16	26
Clean air	25	50

Figure 5: London Road to Hazelbank Close Healthy Streets Assessment

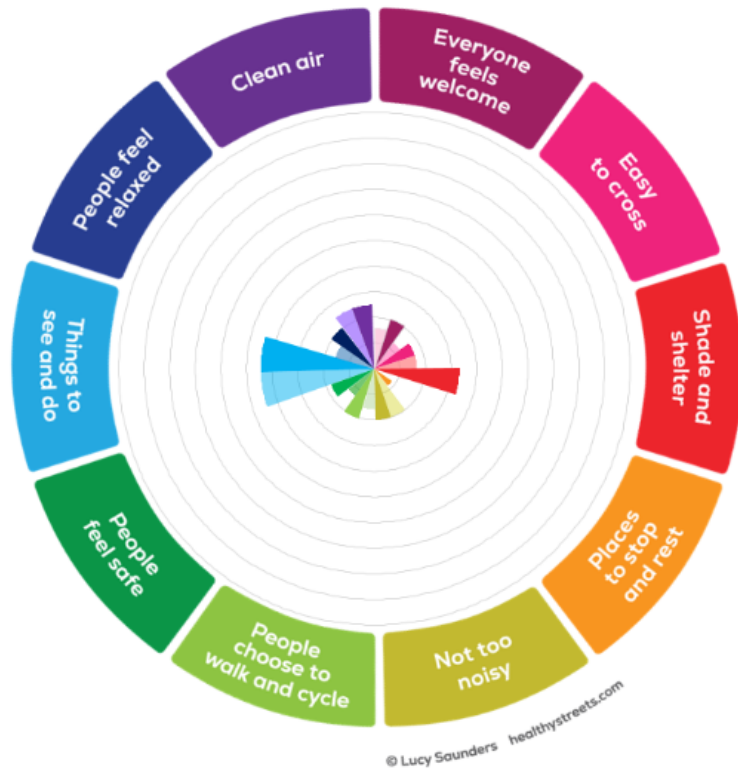
As seen above, the current Healthy Streets scoring for Segment One is quite low, scoring a total of 18 out of 100.

With the new plans for the northernmost segment of Pulens Lane, the score is expected to improve following the most significant increases in the following indicators:

- Everyone feels welcome;
- Easy to cross;
- Not too noisy;
- People choose to walk and cycle;
- People feel safe;
- Things to see and do;
- Clean air; and
- People feel relaxed.

A revised Healthy Streets score of 32 has been produced by comparing the current environment with the look of Pulens Lane with the additional measures.

Segment Two: Hazelbank Close to Heath Road



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	18	23
Everyone feels welcome	16	20
Easy to cross	13	17
Shade and shelter	17	33
Places to stop and rest	0	8
Not too noisy	20	20
People choose to walk and cycle	16	20
People feel safe	13	18
Things to see and do	44	44
People feel relaxed	16	20
Clean air	25	25

Figure 6: Healthy Streets Assessment, Hazelbank Close to Heath Road, Pulens Lane

As seen above, the current Healthy Streets scoring for Segment Two is quite low, scoring a total of 16 out of 100. This has been improved with the current designs to 23. Whilst this may seem a low score still, this is in line with both placemaking and rural aesthetics, so not all measurements can be improved for a higher score.

With the new plans, the score is expected to improve following the most significant increases in the following indicators:

- Shade and shelter;
- People feel safe;
- Easy to cross;
- Places to stop and rest; and
- People choose to walk and cycle.

A revised Healthy Streets score of 23 has been produced when comparing the current landscape in segment two against the designs for Pulens Lane. The weakest category remains as 'places to stop and rest' although this has been improved from a score of 0 to 8 with the current designs.

Segment Three: Heath Road to Rival Moor Road



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	16	24
Everyone feels welcome	16	31
Easy to cross	13	33
Shade and shelter	0	0
Places to stop and rest	7	8
Not too noisy	20	20
People choose to walk and cycle	16	31
People feel safe	15	28
Things to see and do	33	33
People feel relaxed	16	31
Clean air	25	25

Figure 7: Healthy Streets Assessment, Heath Road to Rival Moor Road, Pulens Lane

As seen above, the Healthy Streets scoring for Segment Three is low, similar to the entire length of Pulens Lane. This segment is the lowest, currently scoring a total of 16 out of 100.

With the new plans, the score is expected to improve following increases in the following indicators:

- Everyone feels welcome;
- Easy to cross;
- People feel relaxed;
- People choose to walk and cycle; and
- People feel safe.

With the designs for Pulens Lane's third segment, an increase to 24 out of 100 is achieved.

These plans are still subject to change in consideration of time scales, phasing, and funding opportunities. A revised Healthy Streets score will be provided alongside the finalised plans for each of the segments, with a further assessment once the scheme and final designs are implemented.