The Healthy Streets for Surrey Guide and DLUHC Design Code Pathfinder

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What is Healthy Streets?



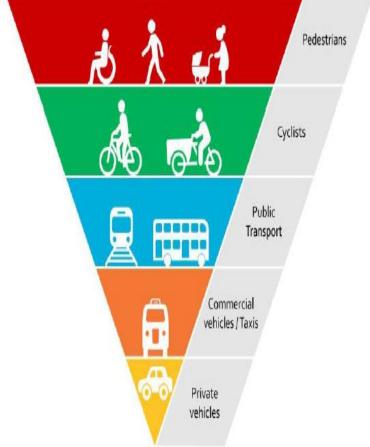
Aim and purpose

Healthy Streets raises the bar for creating new streets and retrofitting of existing streets within Surrey. For too long street design has focused on streets' function of facilitating movement between places at the expense of their function as places. We have turned this on its head.

Healthy Streets for Surrey broadens the focus of street design to include health, happiness, prosperity and sustainability.

This design guide establishes the well tried and tested hierarchy of users, as set out in the "up-side down pyramid".

The application will mainly be in new build development and on Brown or Green field sites there is little excuse for not aiming for full implementation. Retrofit situations can be more challenging where existing urban form can limit opportunities. It covers all the main stages of any development from pre/planning through to delivery.

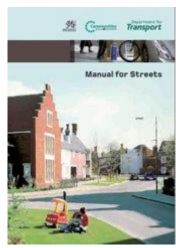




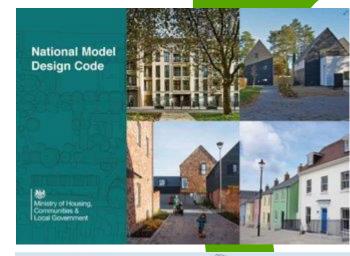


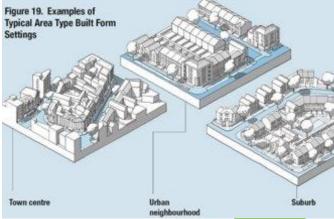
What did we require of the new guidance?

"To allow a range of users, from curious residents to master-planners to highways engineers quickly and easily to access and understand design guidance to help them create healthy streets which are safe, green, beautiful and resilient. Aimed for use in both new build and retrofit situations, this guidance document covers the main stages of pre/planning and delivery through to Section 38 and 278 agreements."









The Healthy Streets for Surrey Guide and DLUHC Design Code Pathfinder – Our journey:

In 2020 Create Streets were commissioned to review the street design and layout of residential developments in Surrey. Although two previous versions of Design Guidance had been produced, there was a need to refresh and update the County Council's street design guidance so that it accords with current thinking.

On 25 October 2022, Surrey County Council's Cabinet endorsed The Healthy Streets for Surrey Guide and agreed adoption of the guide as County Council policy for the design of streets in all new developments in the county.

The second phase involved the digitalisation of the PDF version, enabled through funding from the Department for Levelling Up Housing and Communities (DLUHC). This involved intensive inter-team working between Surrey's IT, Placemaking, Digital Projects, and Transport Development Planning groups. The web version was soft launched in June 2023.







accessibility

connectivity

verge

last miles

street typology

parallel crossing

high street

raised table

material location

best practice

consideration

formal crossing staggered junction

core principles

rail links

width refuse collection

design consideration

low traffic

street tree

material guidance

primary street

junction drainage

active travel

priority signal

informal crossing

suds

junction design

local identity

zebra crossing

bus stop

cycle storage

pavement design

street furniture

street design

mobility hub

neighbourhood design principles

traffic calming

emergency vehicle

cycle crossing

planter

route design





Figure 5-2: Indicative layout showing the integration of a Copenhagen crossing at a street junction (Credit: Create Streets)

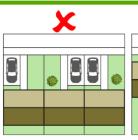
Healthy Streets®

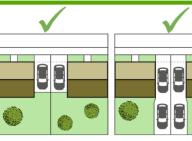




- Bus stops must be located on key desire lines and around areas of higher activity, services, community facilities, employment and residei density. Homes should be within 400m walk of a bus stop or transport hub, as most people are prepared to walk five minutes (400m) to a stop. There is flexibility in this standard as bus stop positioning must avoid overly circuitous routes and ensure a balance between ease of ac while maintaining a convenient bus service (figure 12-1). Bus operators should be consulted for bus stop location.
- Pedestrian accessibility to bus stops must consider the quality of the local environment as well as distance. Bus stops and transport hubs must be connected to walking and cycling paths that are pleasant to use. Main bus stops should be well-lit.
- Bus stops should generally be spaced between 200-400m apart to ensure they are accessible to riders while also reducing journey times.
- Bus stops should not be positioned at the crest of a hill.
- Bus stops must be positioned in places of pedestrian activity, such as street corners or the entrance of community, employment and retail buildings.
- Bus stops' location must be agreed at outline application stage. However, sufficient flexibility for the location will be allowed at the discretion of the planning authority to avoid adverse impact on future land use as designs develop. This will ensure that the location of bus stops does not have any adverse impact on adjacent land uses.







EV charging equipment selection

There are three main categories of charging equipment currently available:

Type of charge point	Typical power output	Typical charging time	Typical application
Slow	3kW	6-10 hours	Residential and workplace locations
Fast	7-22kW	2-4 hours	Retail, leisure, public, car clubs
Rapid	>50kW	30-45 minutes	Public, fleet, car clubs, strategic highway network

Table 9-2: EV charging equipment categories

Surrey Pathfinder - Digital Design Code



Surrey County Council developed a 'Design Code' with Create Streets in PDF format. The wording of this document was later signed off by SCC Cabinet. The document is currently known as 'Healthy Streets'



The content of the document was then converted into a 'webtool/website' to improve accessibility, searchability, and interactivity.



Working with the Digital Design Team, (which sit within Surrey County Council's IT Department), we designed the webtool using a user centred design approach.



 Understand the current landscape and pain points faced by users.
 Develop and test hypotheses

Alpha Phase Prototype designs to test with users and helping to further test and validate hypotheses.

<u>Beta</u> Phase Create proof of concept processes and products to test and validate in 'real life'. Iterate the design to onboard lessons and understanding built from experiments

Reflecting users' needs in a website and webtool

12. Integrating public

transport





11. Cycling

10. Vehicle parking

9. Street furniture,

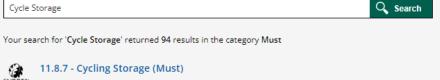
lighting and signage

Create your checklist

The create your checklist is an alternative search tool that allows you to search for individual code items, instead of searching for a whole page. This allows you to filter the results into Musts (mandatory requirements), Shoulds (requirements that require justification to deviate from) and Coulds (recommendations). Clicking on the item will take you to the content page where the code item appears.

If you want to extract all of the 'musts' on EV charging then simply search for EV charging. You can then use the refine your results option to extract the musts. If you would like to see all of the musts in the entire website, then enter an asterisk (*) as your search term to return all results, and then filter by using the must option.

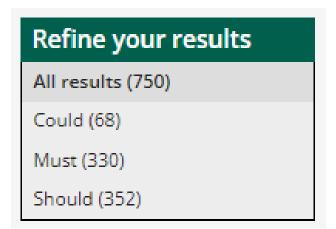
If there aren't many matches for your search, try using a different search term. For example, instead of wayfinding, try searching street signs. You can also search the site for additional information.



Shared or communal cycle parking, This type of storage must be secure, well-overlooked, secure and easily accessible and large enough to accommodate all cycle users.

Requirements and guidance > 11. Cycling > 11.8 Cycling Storage

Refine your results All results (263) Could (19) Must (94) Should (150)







Healthy Streets' focus on street design means it can be incorporated or 'drag and dropped' into other LPA design codes and their different chapters

An example of a new Design Code structure might therefore be:

Chapter 1. Context	Chapter 2. Movement	Chapter 3. Nature	Chapter 4. Use
LPA	Healthy Streets for Surrey	HSfS and LPA	LPA
Chapter 5. Architecture	Chapter 6. Public space	Chapter 7. Lifespan and energy demand	
LPA	HSfS and LPA	LPA	

Feedback https://healthystreets.surreycc.gov.uk/

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Really like this!

(Glossary popups)

"The structure of this page is well laid out and easy to find information. With clear sub headings, key bullet points and design considerations. May be better supported with some diagrams?"

I like that each section has its own opening page which makes it clear that you are moving onto a new section.

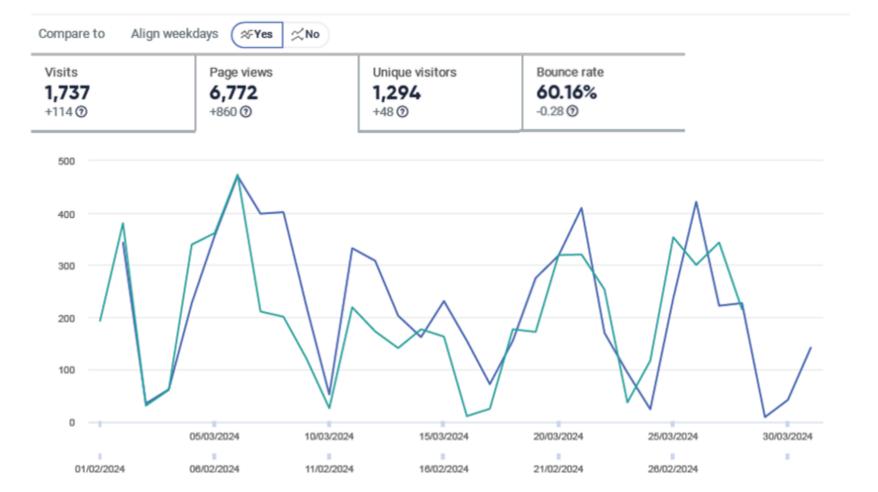
"Website presents well and is easy to use and navigate."

"I need to have a record of the communication that I've sent to someone" (contact us) "It helps to understand what is important" (Must, Should and Could)

"I find it user friendly.
I didn't find anything that wasn't working, if that makes sense."

Historical overview and comparison

Site: Healthy Streets Time period: Last month (01/03/2024 - 31/03/2024)





The desired end-result - retrofit and new build delivery of the Healthy Streets for Surrey approach













Healthy Streets Implementation: Case Study Site Visits



Working with Create Streets we organised 2 cases study visits

- Uplands road /Tunsgate Guildford
- Caterham Barracks

Each case study had a mixture of colleagues from different disciplines to cover a wide breath of elements that may come up when looking at a masterplan for a development.

There were lively discussions of what elements of the development were executed well and what could be done differently now that we have the Healthy Streets Design code in order to raise the bar in street design.

The case studies can be accessed virtually on the geo tourist website, and they can be undertaken by teams in their own time - the links for each site visit are below:

Uplands Road, Guildford: https://geotourist.com/tours/6982

Tunsgate, Guildford: https://geotourist.com/tours/7079
Caterham Barracks: https://geotourist.com/tours/7076

Healthy Streets Implementation:Case Study Site Visits





Uplands Road, Guildford





Caterham Barracks

Cateman barracks

Tunsgate, Guildford

Healthy Streets Implementation: Design Charette

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SCC colleagues went to the Create Streets offices in London for a design charette workshop

A design charette is an interactive workshop with intensive dialogue and design processes. They bring communities and designers together to draw up plans with pens and paper, talk through ideas, disagreeing sometimes, but ultimately coming to a constructive consensus.

SCC staff outlined their aims for the workshop, with the focus on how to improve group design work, designing as a team to raise design and placemaking ambitions, and bringing local

communities with them through engagement and community co-design.

The London Road cycle scheme was used as a case study where the scheme was reworked as if there were no plans and a shared vision for the scheme was created. The Healthy Streets for Surrey design code was used as the main point of reference to inform the ideas for the scheme in the workshop.

This design charette process can be used in projects were there are multiple internal teams and disciplines who are working on the same scheme to get everyone's visions aligned on where they see the scheme going. This process allows challenges to be discussed earlier on which will save money and reduce delays in the project overall.



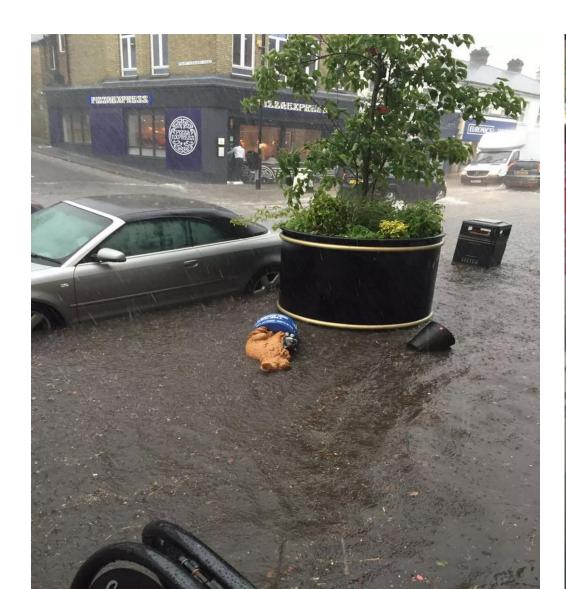
Healthy Streets in Action: Staines Iron Bridge – simple placemaking





Case Study - Croydon Road, Caterham























Healthy Streets in Action Caterham – Croydon Road









Thank you

Feedback and queries to:

Healthystreetsdesigncode@surreycc.gov.uk