Active Design case studies

A series of case studies have been undertaken to set out practical real-life examples of the Ten Active Design Principles and how they work in action, to inspire and encourage those engaged in the planning, design and management of our environments to deliver more active and healthier environments.

Not all Active Design Principles are relevant to all case studies. The selected examples represent a range of different active settings which demonstrate a range of the Active Design Principles in differing contexts and geographies. The case studies have been prepared in collaboration with local partners who have been closely involved in the development of the specific measures identified.

- Sheffield: Urban regeneration
- Brooklands, Milton Keynes: An active urban extension
- South Park, Darlington: Utilising existing spaces
- Bristol: An active travel city
- parkrun: various locations
Sheffield’s Gold Route is a major regeneration initiative led by Sheffield City Council which has reinvigorated and revamped the City Centre not only economically, but has created a positive public realm, greatly increasing activity levels through walking and cycling. These public realm improvements have created locations which provide an area for events to occur, both of cultural and sporting value.

The Gold Route provides the central axis of the City Centre, and connects the two Universities of the city, as well as providing a spine for the major business areas and a link from the City Centre to the Train Station. Originally identified as a key strategic pedestrian and cycle route in the 1994 City Centre Strategy, the route has underpinned the regeneration principles of the City Centre over the last 20 years.

Public realm improvements follow strong urban design codes and have been designed to link key locations in the city, including the Station, Town Hall, City Hall, retail areas and City Squares and Gardens. This has been undertaken in parallel with improvements to specific areas, including significant work around the Station to improve the gateway to the city; a redesign of the Peace Gardens, Tudor Square and Devonshire Green and the creation of the Winter Gardens.

These interlinked spaces provide key linked destinations for users to walk to, with a dramatically improved pedestrian environment.

As the majority of the Gold Route has been completed, focus has turned to other areas of the City Centre. The Steel Route has been created, bisecting the Gold Route and leading to key shopping areas Fargate and the Moor, whilst connecting the key business areas around the River Don. The Gold Route is also to be extended into the University of Sheffield main campus, connecting Weston Park, and thereby connecting the University sporting facilities to the City Centre. Other initiatives to link the City Centre to the surrounding inner city residential areas by both walking and cycling are also coming forward. An example of this is Sheaf Valley Park, a linear park designed to connect the redevelopment of Park Hill flats to the city. This park has won numerous awards in recognition of its place-making and strong design principles.

A strong master plan implemented over a number of years has created interlinked places with a distinct identity and design which encourages people to walk, cycle and promotes social integration for all ages within the city.

**Case study | Sheffield: Urban regeneration**
Sheaf Valley Park

Sheaf Valley Park replaced a steep grass bank with criss-crossing mud paths. The park incorporates a re-invigorated public realm, strong urban design principles and a multitude of direct and legible walking routes which connect inner city residential areas to the Station and the Gold Route.

The topography of the area is challenging, with a steep slope leading down to the station. This slope has been employed to create a tiered amphitheatre. This space is used for both socialising and formal events, giving a previous area with a lack of identity a key focal point. Historic characteristics have been maintained, with the original street pattern and cobbles retained, and Sheffield Steel and Yorkshire Gritstone utilised throughout.

Despite funding constraints, the difficult topography and previously low landscape quality, Sheaf Valley Park, in tandem with the Gold Route, has created a drastic improvement on the landscape and has increased opportunities for walking and cycling through the area. This has provided a key linkage for all users from the inner city residential areas to the Heart of the City.

Cycle and pedestrian path

The interlinked network of paths and cycle routes which snake up the hillside provide a choice of routes for the user. The paths are designed to alleviate the topographical challenges of the area, allowing a steady climb to the top and therefore provide an appropriate gradient for all users. If users want a more direct route, steps are also provided. The routes are made from robust materials, with clear signage and are well lit providing a safe path both by day and night.

Amphitheatre

As part of the landscaping in the park, an area was levelled and an amphitheatre was created. This harnesses the topography of the area, creating the views over the city and providing an events space. This space is used for both cultural and sporting events.
Sheffield: The Gold Route

Weston Park
Following the success of the first Gold Route stage, the Council is aspiring to extend the route westward, through the Sheffield University Campus toward Weston Park. This park, in the heart of the urban area, provides an oasis frequented by joggers, footballers, Frisbee players and cyclists. The park also links to the University swimming pool, gym and sports pitches, which are available for the community as well as student use.

Devonshire Green
Marking the end of the initial Gold Route, Devonshire Green was reimagined by the Council using Section 106 funding from neighbouring development. The result is a dynamic public space, with Gaudi-esque planters and seating and a large grassed area in the centre. The grassed area hosts a multitude of public events throughout the year. This space, and the rest of the public spaces in the City Centre, are monitored by a team of Ambassadors who are responsible for a variety of tasks including reporting antisocial behaviour and maintenance issues. This creates a feeling of safety and a high standard of upkeep across the variety of spaces.
Sheaf Square
Sheaf Square provides the gateway to the city from the train station. Utilising robust street furniture, fountains and Yorkshire Sandstone walkways, a strong public realm is formed. This creates a welcoming environment that provides a legible gateway to the city. The presence of the ‘Cutting Edge’ Sculpture to the north forms a barrier to the busy trunk road, enclosing pedestrians from the traffic, mitigating both noise and visual impact and directing pedestrians along to Howard Street, where the Gold Route continues.

Howard Street
Howard Street forms a direct linkage between the Station, Sheffield Hallam University and the main retail and business quarters of the city. Previously a vehicular route, this street was fully pedestrianised as part of the Gold Route enhancements, with trees, lighting and seating provided along it. Using innovative and unified paving treatments, Howard Street crosses the often congested trunk road (Sheaf Street) providing links toward the station and creating a ‘pedestrian priority’ zone across the whole street.

Peace Gardens
The Peace Gardens is the main City Centre square and meeting point. As can be seen from the images below the square was very much an ornamental garden before its revamp in the early 2000s which marked the beginning of the improvements outlined in the 1994 City Centre Strategy. With the demolition of the Council offices, the area was opened up entirely. Maintaining the consistent materials and the street furniture, which can be seen throughout the Gold Route, the area has become a hub of activity, being a focal point for regular events such as the Sheffield Cycling Grand Prix, charity events and large scale screenings of major sporting events.
Brooklands, Milton Keynes: An active urban extension

Brooklands is an urban extension to the east of Milton Keynes, led by master developer Places for People in partnership with house builders Barratt Homes and David Wilson Homes. When complete Brooklands will house 2,501 new homes with a new population in the region of 6,000 people.

The master plan for Brooklands, prepared by David Lock Associates on behalf of Places for People featured in the original Active Design (2007). At this time the master plan had embedded the Ten Principles of Active Design into the design philosophy and the granting of planning permission for the hybrid application was being considered by Milton Keynes Partnerships. Eight years on in 2015, development is well advanced and the Ten Principles of Active Design are now evident on the ground.

New homes are being constructed within a comprehensive framework of green open spaces, with schools, play and recreation facilities connected by a network of leisure routes that provide multiple opportunities for activity.

Following Outline Planning Permission in 2007, Places for People have led the delivery of the early phases of development and strategic infrastructure including open spaces, play areas, streets and active travel routes (both on street and open spaces). Long-term management of landscape is to be taken on by the Parks Trust, an independent charity that manages many of Milton Keynes parks and green spaces.

With over 500 homes occupied by May 2015 new residents have had opportunities for activity from the outset, and Places for People report the Active Design features have been an important consideration for home buyers, with new residents attracted by the rich landscape setting for homes and the easily accessible walking/cycling routes and schools.

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PRINCIPLES IN ACTION

1. Activity for all
2. Walkable communities
3. Connected walking & cycling routes
4. Co-location of community facilities
5. Network of multifunctional open space
6. High quality streets & spaces
Network of multifunctional open space
Homes and supporting community facilities at Brooklands are framed by a comprehensive network of multifunctional open spaces, including play, sports pitches, drainage, informal landscape (as illustrated above). The open spaces stretch through the site linked by tree-lined streets and spaces providing immediate access to all.

Activity for all
New homes are positioned amongst a network of green open spaces providing easy access to opportunities for activity, play, walking, cycling and recreation.

Walkable communities
Community facilities including schools, parks and play areas are all located within walking distance of new homes. Walking and cycling routes are provided on street and through open spaces.

Co-location of community facilities
In addition to play areas in parkland and close to primary schools, the planned Brooklands Square neighbourhood centre co-locates the secondary school with shops, services, nearby sports pitches and community building at Broughton Brook Linear Park (see over page for more details).

Connected walking and cycling routes
Brooklands has a comprehensive network of routes for active travel within the site and links into the wider Milton Keynes network of footpaths and ‘Redways’ (over 270km of safe paths for walking and cycling across the city).
Active Design Principles in action: Broughton Brook Linear Park

Broughton Brook Linear Park is an example of a multifunctional open space within Brooklands that demonstrates many of the Ten Principles of Active Design. It shows how best practice can be transferred from strategic scale master planning, through to more detailed design of a specific area within a site. This linear park accommodates a range of facilities including sports pitches, a play area, potential for a wheeled sports area whilst also performing a surface water drainage role with balancing ponds. The park is well connected by a series of leisure routes allowing active travel connections with the adjacent residential areas.

Community facilities will be co-located with a primary school site located next to the park, and a community centre building located between the school and the park. Brooklands Square neighbourhood centre (shops, secondary school and a reserve site for a health centre) when developed will be a short walk to the north, creating a cluster of community facilities within walking and cycling distance for new residents.

Illustrative plan of Broughton Brook Linear Park

1. Brooklands Farm Community Centre
2. Second primary school
3. Primary school playing fields
4. Sports pitches
5. Neighbourhood Equipped Area of Play (NEAP) – play area
6. Potential wheeled sports facility
7. Ponds, balancing lagoons
8. Flood compensation area
9. Retained trees and hedges

Case study: Brooklands, Milton Keynes: An active urban extension
Location of Broughton Brook Linear Park, within context of Brooklands sustainable urban extension.

Second primary school (under construction, May 2015)
The school is close to homes and community facilities in Broughton Brook Linear Park, see number 2 on plan below.

10. Linear parks within streets
11. Residential plots
12. Brooklands Square neighbourhood centre
South Park, Darlington: Multi-use open space

South Park is a Grade II listed Historic Park and Garden in Darlington, County Durham. Located in the centre of the town, South Park has become a sporting hub for the area, created not only by the provision of facilities, but by the management of the space itself incorporating a sporting focus. The evolution of the park over the last 20 years has been undertaken with activity in mind. Walking routes have been improved, vegetation removed to improve sightlines and the public perception of the park has been greatly enhanced. This has been achieved despite a challenging funding environment by focussing on the management and maintenance of the space. The park is now a centre of activity in the town.

The location of the park is important, being near to the town centre, so people have a tendency to utilise the space when in the town shopping and socialising. This is supported by an integrated network of walking and cycling routes which link to the park, encouraging continued use of the space. The park’s natural settings are home to running loops (including a parkrun route), military fitness classes and formal sports teams. The military fitness classes make use of natural topography within the park, such as slopes for tyre pushing exercises.

The park is an example of what can be achieved by maximising the use of a centrally located and readily accessible space which provides the infrastructure required to facilitate sporting events. The park also illustrates the importance of local champions and volunteers and the management and maintenance techniques which allows the space to be successful.

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**PRINCIPLES IN ACTION**

1. Activity for all
2. Walkable communities
3. Connected walking and cycling routes
4. Network of multifunctional open space
5. Appropriate infrastructure
6. Management, monitoring and evaluation
7. Activity promotion & local champions
Activities within South Park

Diverse activities
The park is home to a variety of diverse activities, including Nordic Walking, Orienteering and Fit Mamas (running with pushchairs). Nordic Walking is particularly popular with older age groups (50+) and operates all year round, whatever the weather. The orienteering which takes place in the park also includes ‘Xplorer’ sessions. In partnership with British Orienteering, ‘Xplorers’ are family ‘treasure hunts’ designed to encourage orienteering participation for all ages. These events have been a great success in the park, with 637 participants over 20 events.

Many of these activities are operated by Healthy Darlington (a body funded by many sources including Sport England) and only a nominal fee is charged to participate.

Inviting open spaces
The park is extremely well maintained by a small and dedicated team of Darlington Borough Council Gardeners creating a welcoming environment for users. The park has a café located to the rear of the bowling green. This café provides a central hub for the park, creating a meeting point for some of the activities which take place in the park. The café also provides a space for people to linger, adding vitality to the space.
Running
Within the boundaries of the park, designated loops of variable distances have been created which are used for parkrun and charity running events, which are organised all year round and are publicised by the local council and its partners. These loops provide important informal infrastructure to facilitate activity, and are well used throughout the year. The loops have also facilitated a sharp rise in use of the park by a cluster of independent fitness partners who deliver outdoor fitness sessions including circuit training classes and fitness bootcamps.

Informal Activity
The park also provides space for less formal activities which are not facilitated by local clubs or teams. Close to the Multi Use Games Area (MUGA) there is a skate park. These users can sometimes be a nuisance activity in urban areas, and providing the skate park allows these activities to take place in a controlled environment, appropriately separated from other users.
Local Football
Darlington Spraire Lads and Lasses Football Club is based in the park. Originally being a gathering of young children playing informally, over 30 years a community football club has been formed with now more than 15 teams, covering ages 5 and up. There are also 6 ladies teams, with ages ranging from 9 to a full ladies team. All of the teams are managed by a committed team of volunteers. The club train at South Park, using the pitches provided on the ‘Show Field’ and the sports pavilion to the east of the park. This pavilion was secured through section 106 contributions and is shared with a local disabled learning centre, who also use the park as part of their operations.
parkrun: Events inspiring activity

parkrun is a running event that has demonstrated phenomenal success in engaging growing numbers of participants in regular activity at its free, weekly 5km and 2km timed runs around the world. The events are co-ordinated by volunteers and the growth in the number and scale of events provides an excellent example of the power of local champions and grass roots activity.

parkrun has seen impressive growth rates in the number of events and participants, demonstrating a successful model of engaging individuals in activity:

- Since formation in 2004, parkrun has seen rapid advances with event locations spreading across the UK (and around the world) and participation has increased exponentially.
- The first parkrun event was in 2004, a 5km lap around Bushy Park in West London that was completed by 13 runners, supported by 5 volunteers. Collectively these 18 people are known as the ‘parkrun pioneers’!
- By 2015 over 1,000 people were completing the Bushy Park event every Saturday morning and another 70,000 do the same across over 400 other locations in the UK.
- In September 2015, parkrun had 1,268,437 unique individuals registered to the UK database.
- parkrun is currently growing by around 1,250 new registrations per day (approx. 8,800 per week).

The success of parkrun demonstrates many of the principles of Active Design in action. Many of the ingredients of parkrun present lessons that may be transferable to other events and facilities across the UK.

An easily transferable format
Central to parkrun’s success in getting people involved in organised activity is the simplicity of the format. The regular parkrun events comprise:

- 5km running routes starting at 9am every Saturday.
- 2km junior running routes every Sunday.
- 5km and 2km routes are in locations across the UK.
- Same time, same day, a variety of locations.

With no charge to users participants simply have to register online to take part, turn up and run. The events are not considered to be races, rather “runs where you make friends” – this welcoming principle appears to be important in attracting a wide range of participants. Events are run by volunteers, indeed ‘parkrunners’ take turns to help with the coordination of local events.

1. Activity for all
2. Connected walking & cycling routes
3. Co-location of community facilities
4. Network of multifunctional open space
5. Appropriate infrastructure
6. Management, monitoring and evaluation
7. Activity promotion & local champions

PRINCIPLES IN ACTION
What makes a good parkrun location?
An objective of the parkrun organisation is the aim “to have an event in every community that wants one”\textsuperscript{70}. With over 400 regular locations in the UK alone the format has proven to be easily transferable. Part of the reason for the successful replication of parkrun in many locations is the simple criteria required to stage a parkrun event. Key features include:

- The ability to host a 5 kilometer route: this need not be a traditional wide ranging loop, it can be a straight line route that double backs on itself as demonstrated by the parkrun event along the seafront at Aberystwyth, Wales, or the beach run at Portrush, Northern Ireland;
- No running down sets of steps (running up is okay); and
- No running on roads/public highways.

Beyond these basic criteria other features that help to facilitate a successful parkrun event include:

- Public conveniences;
- Parking for bicycles and cars;
- Catering facilities – a popular end to a run is a shared cup of tea or coffee; and
- Flat or uphill routes for home straights/finishes!

The listed components that help to create a successful location of a parkrun event are aligned with a number of the principles of Active Design, including:

- **Connected Walking & Cycling Routes (Active Design Principle 3):** parkrun routes are not on roads or public highways so networks of footpaths or shared footway/cycleways are crucial – as demonstrated by the Willen Lake parkrun in Milton Keynes that utilises the local network of ‘Redways’ (shared walking/cycling leisure routes).

- **Network of Multifunctional Open Space (Active Design Principle 5):** a series of connected open spaces with leisure route connections are ideal for a parkrun event. There are a number of parkrun routes within the grounds of National Trust properties. These work well as the estates often provide large areas of connected spaces with formal and informal routes, whilst also providing car parking and public conveniences.
Activity for all
The popularity of parkrun can be partially attributed to the principle that it is an event that welcomes people of all ages and abilities.

In addition to the regular Saturday 5km events there are now over 60 junior parkrun events, typically with 5,000 juniors completing 2km each Sunday.

Almost half of the people registered on the UK parkrun participant database are female.

Local champions – volunteers
parkrun provides a good example of community involvement; all local events are delivered entirely by volunteers on a weekly basis. The facilitation of parkrun events relies on an engaged volunteer community and since the movement started it has seen 90,000 different people volunteer around 800,000 times. Currently, around 7,000 different people volunteer across parkrun events on a weekly basis. This engenders a self-supporting ethos, with runners taking their turn to volunteer when they may usually be a participant. The volunteers not only facilitate events but perform important roles as local champions, (as per Active Design Principle 10), promoting activity and welcoming newcomers.
Integration of parkrun into new development

The concept of parkrun has expanded overseas and the success of parkrun in Australia has led to links being established with developers of new housing schemes. Representatives of parkrun Australia are now working with development companies to help design parkrun routes into master plan proposals from an early stage of the design process. The benefits include:

- parkrun gains new locations for events, specially designed into new schemes so thought can be given to routes, setting and facilities.
- Developers are able to advertise their product (new homes) as benefiting from integrated community facilities and recreation including parkrun routes.
- The public as a whole benefit from the increased opportunities for activity afforded by the provision of new parkrun routes.

One of parkrun Australia’s national partners is the Stockland Property Group. Working together parkrun Australia and Stockland have so far successfully integrated parkrun events into six residential communities and one shopping centre, with potential to integrate parkrun events into the retirement living sector in the future. All of these parkrun events have been on pre-existing paths and parks. However, Stockdale now have a policy of ensuring all new communities come with a minimum of a 2.5km uninterrupted path, perfect for an out-and-back parkrun.

Monitoring and evaluation

parkrun undertakes considerable monitoring of its events in order to compile and maintain a database that has the potential to provide important evidence for the fields of health and wellness. parkrun established a Research Board in 2013: this is a group of world class academics who receive applications to engage with the parkrun community from research groups around the World. An example of recent research was support given to a project looking at running during pregnancy.

All statistical information courtesy of parkrun, correct as of September 2015.
Bristol: An active travel city

Bristol is a City that has made significant inroads into Active Design with particular success in promoting walking and cycling. Efforts to improve opportunities for active travel have been sustained over a long period of time, arguably being kick-started in the 1980s with the pioneering Bristol to Bath Sustrans cycle route and concerted, collaborative working across the health, transport, planning and design spectrum. Bristol has achieved significant advances over a number of years with higher than average levels of walking and cycling (Bristol is in the top 10 local authorities in England with the highest percentage of adults cycling at least once per month, in 2013/14, at a rate of 26%).

A range of actions

Bristol's growing success in supporting active travel cannot be attributed to one single initiative, rather the growth of active travel in the City is the result of a wide range of actions that have been implemented over a period of years across the City supported by the City Council and other partners. These measures include:

- Cycle and walking infrastructure – a growing network of walk/cycle paths
- Landmark features – prominent bridges and other facilities that promote active travel
- 20mph streets – city wide commitment to reduce speed limit to create safe streets
- Active Travel Champions – high level political support and key officer roles
- Mapping – high quality mapping to help navigation on the ground
- Promotion – campaigns to raise awareness
- Events – supporting active travel like ‘Make Sunday Special’, Playing Out

This list is not exhaustive but represents a number of initiatives that can be taken to support Active Design at a City scale.

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Wayfinding – ‘Bristol legible city’ initiative

High quality public realm, streets and spaces to enjoy

Tree-lined streets

Places to sit

Events promotion

Waterside leisure routes

Wayfinding – ‘Bristol legible city’ initiative

Places to sit

Increasing number of cyclists

**PRINCIPLES IN ACTION**

1. Activity for all
2. Segregated walking & cycling routes
3. Connected walking & cycling routes
4. Access for all
5. Public realm
6. High quality streets & spaces
7. Appropriate infrastructure
8. High quality streets & spaces
9. Environmental sustainability
10. Activity promotion & local champions

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Bristol has a diverse network of walking and cycling paths, running through the City Centre and expanding out into the residential suburbs. Bristol has not been afraid to test and trial different design approaches as illustrated in the range of photos. Walking and cycle routes range from reallocation of road and pavement space with painted lines, through to purpose built cycle lanes with kerb delineation from the vehicular carriageway. Other sections of routes include ‘shared surfaces’, leisure paths within parks, green spaces or adjacent to rivers. The network is evolving and growing with further extensions planned, and increasing connections improve the level of access and continuity of the network. The dedicated cycle routes coupled with the strategy for streets with 20mph speed limits and the compact form of the City provide an extensive network of routes supporting active travel.

**Cycle path with segregation from vehicular carriageway and footway**

**Riverside walking and cycling routes through existing parks and green spaces**

**Cycle/walking paths on existing wide pavements where vehicular traffic has been removed**

**Dedicated cycle lanes on existing routes and bridges**

**Active Travel Champions – high level political support and key officer roles**

Bristol has backed active travel from the highest level with prominent support from the City’s elected Mayor George Ferguson. Mayor Ferguson, a keen cyclist, has led a number of initiatives in the City that have promoted active travel. Bristol City Council led the active travel agenda in the City with strong examples of cross departmental working, helping to bring together experience and knowledge from health, planning, design and transport planning disciplines. Notable in this respect is Bristol Health Partners and the “Supporting Healthy Inclusive Neighbourhood Environments Health Integration Team” (SHINE HIT), an initiative which unites the fields of public health and transport, with expertise drawn from the council, NHS and local universities. The concept of sharing expertise and evidence bases between public health and transport within the local authority presents a positive model that could be applied more widely in other councils, making best use of council resources to help promote active travel with benefits for both public health and transport planning.

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67 Supporting Healthy Inclusive Neighbourhood Environments. Bristol Health and Partners
The Bristol and Bath Railway Path
This is the oldest section of the Sustrans National Cycle Network, created by volunteers on a section of disused railway line. When the route was established in the late 1970s to early 1980s it was a pioneering development and has inspired many further cycle routes in Bristol and nationwide. The success of the route is marked by its popularity both as a commuter route and as a leisure path. Sustrans, Bristol City Council and other groups have prepared informative guides and maps to aid users of the route, part of a wider strategy of ensuring adequate information is available to help people to use networks in the City and to highlight nearby visitor destinations and recreational opportunities.

Mapping – high quality mapping to help navigation on the ground
Bristol has a comprehensive scheme of wayfinding signage with maps and information. Signs on streets are supported by fold out paper maps and electronic information available via the City Council’s website. The signage and mapping forms part of the Bristol Legible City information system:

“Bristol Legible City is a unique concept to improve people’s understanding and experience of the city through the implementation of identity, information and transportation projects. Bristol Legible City projects include direction signs, on street information panels with city and area maps, printed walking maps, visitor information identity and arts projects. These projects communicate the city consistently and effectively to visitors and residents alike”.

Case study | Bristol: An active travel city

Bristol Legible City: www.bristollegiblecity.info.

The Bristol and Bath Railway Path on the morning commute and school run

Signage on the streets of Bristol

Paper and electronic mapping to compliment wayfinding signage on the streets
Landmark features
Specific infrastructure projects creating new links in active travel networks can also be a good way of raising the profile of active travel. Bristol has successfully incorporated prominent foot/cycle bridges and other facilities that promote active travel into new developments and emerging plans. Two recent examples are new foot/cycle bridges that create highly visible architectural features close to Bristol Temple Meads Station, associated with the adjacent Enterprise Zone: both Meads Reach Bridge (also known as ‘Cheese-grater Bridge’) and Valentine Bridge (see photo) provide prominent landmarks that promote cycling and walking as a visible travel choice, and create new links in the cycle network.

Valentine Bridge: landmark curved foot/cycle bridge as a feature of new development near Temple Meads Station/Enterprise Zone

Events – supporting active travel like ‘Make Sunday Special’
Active travel has been encouraged in a range of regular events, supported and run by the local authorities, charities and other stakeholder groups including ‘Playing Out’99. Examples of such events include ‘Make Sunday Special’90 which includes events in public spaces, sports, recreation and even giant water slides! Encouraging use of streets for play and recreation has been supported by temporary street closures. Over 100 streets in Bristol are now regularly closed to vehicular traffic (using temporary road closure orders) to encourage use by residents.

20mph streets – City wide commitment to reduce speed limit to create safe streets
Bristol has backed up initiatives such as 20mph streets with promotional campaigns that help to raise awareness and increase participation. The 20mph streets initiative has been promoted with advertising and has a dedicated web based resource, all part of the ‘Bristol’s Better at 20’ campaign98.

Bristol is one of a number of UK authorities that has taken steps to reduce vehicular speeds on most roads to 20mph to create safer, healthy streets that are more inviting to active travel, less dominated by vehicles and more friendly to people, supporting active lifestyles.

Bristol City Council voted to bring in a 20mph speed limit throughout Bristol in July 2012. The scheme is estimated to cost £2.3million, funded from the Local Sustainable Transport Fund (LSTF). The lower speed limit has been introduced in six phases between January 2014 and September 2015. All roads except dual carriageways, 40mph and 50mph roads have been considered for the new 20mph speed limit. The speed limit applies to all motorised vehicles on the road and is enforced through the use of signage and in some locations associated speed control measures.92

A future review will be undertaken to help determine if additional interventions (e.g. traffic calming measures) are required to help keep speeds down.

90 Playing Out: www.playingout.net.
91 Make Sunday Special, Bristol City Council.
92 20mph: Rollout (2014/2015), Bristol City Council. For more information on 20mph streets see the GO20 information under Active Design Principle 3.