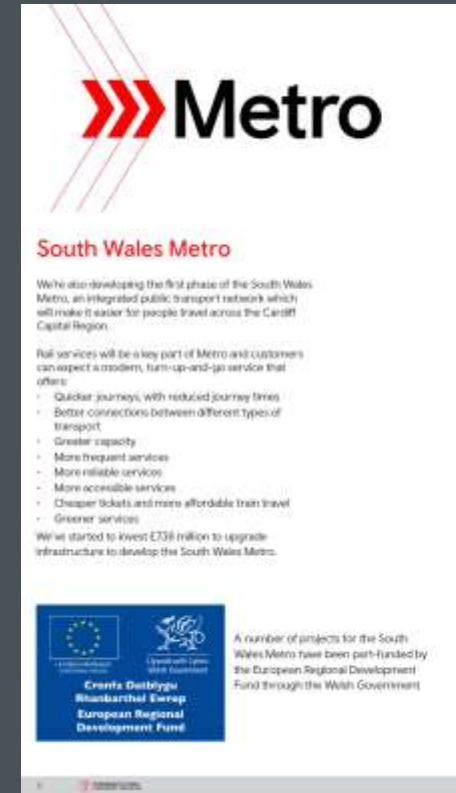


Active Travel - Beyond the Red Line

- What do we mean by Active Travel?
- Embracing Local Networks for Walking and Cycling
- Appropriate Treatments – Responding to context
- Knowledge of legal requirement and the technical skills throughout commissioning and supply chain



Active Travel is for everybody



- Active travel is any walking and cycling activity for whatever journey purpose, including access to public transport. This includes journeys where walking, jogging or a cycle ride for pleasure/exercise may be the sole journey purpose. **The Active Travel Act applies to 'utility' journeys.**
- Walking/pedestrian includes people with pushchairs, mobility scooters and a range of physical and sensory impairments.
- Cycling/cyclist includes people using a full range of 'cycles' including tricycles, E-Bikes, cargo bikes, cycles for people with disabilities, trailers to convey children.
- Research in London found that proportion of people classed as 'disabled' who cycle is not much lower than general population.



Active travel routes are everywhere - most places form part of 'the basic network'



- Active Travel Routes generally form a loose grid shape or 'mesh' – the exact shape will vary with topography and constraints such as rivers.
- Walking routes usually correspond to the 'block' size, typically spaced at 100m intervals, more widely spaced in suburban situations where there are fewer attractors.
- Cycle routes generally follow the street pattern, but an aspirational grid of approximately 250m is suggested in the **Guidance**.
- Routes may just be footway/quiet, low-speed streets or more dedicated facilities such as cycle tracks and paths within highways or through public open space



ENABLING WALKING AND CYCLING IN NEW DEVELOPMENT

- Footways alongside the carriageway of roads and streets
- Alleys and courtyards between buildings
- Public squares
- Vehicle restricted areas and pedestrian precincts
- Paths through parks and open spaces, canal towpaths
- Public footpaths, bridleways and other rights of way
- Infrastructure (cycle tracks, crossings, secure cycle parking, clear direction signing)



ENCOURAGING WALKING AND CYCLING

- Active Frontage
- Sense of Place – landmarks
- On street mapping and interpretation
- Quality of public space and street materials
- Places to stop, rest, relax, meet
contact@pja.co.uk



Typical Street Types

MIX OR SEPARATE ?

- Residential Access-only Street
- Residential Access – Away from roads
- Commercial Areas for pedestrian and cycle traffic
- Residential – Minor access street
- Commercial – Minor access street
- Residential – Distributor and Collector Roads
- Commercial – Distributor and Collector Roads
- Connections to local highway network

May be formalised in Design Codes or Supplementary Planning Documents



Beyond the Red Line



- Does the development connect to existing route networks?
- Can networks be extended or enhanced within/through the site?
- Is the proposed provision accessible to all including Future Generations – would you, your children, your granny use it?
- Where will the family bikes be kept?
- How quickly and safely could I walk or cycle to the bus/tram/train from here every day?
- What are the easiest routes to the local schools and shops?
- Could I go for a pleasant run/bike ride from my house or workplace?
- What supporting mobility services are provided? E-cargo, cycle/scooter hire, community car clubs.

