Active Design

Planning for health and wellbeing through sport and physical activity

SPORT ENGLAND

Public Health England

Foreword

The design and layout of where we live and work plays a vital role in keeping us healthy and active. At Sport England and Public Health England we are focused on helping everyone to be active in an environment that suits them.

Currently one in two women and a third of men are not active enough. This inactivity is costing the NHS around £7.4 billion a year. Making sure that the environment where people work, live and play helps to get more people moving is crucial if we are to tackle this vital issue.

This is why we are delighted to introduce Active Design, an innovative set of design guidelines to get more people moving through suitable design and layout. Decisions made through the planning system often provide the opportunity to create the right environment to help people get more active, more often. Active Design provides practical guidance and principles that can be used in the day to day work of planners, urban designers and health professionals.

Both Sport England and Public Health England are committed to helping everybody be active, every day. We believe that the Ten Principles of Active Design will support a continuous close collaboration between planning and health, through sport and physical activity. Active Design is part of our collaborative action to embed the principles set out in Everybody Active, Every Day and move professionals working in planning and design to creating active environments that make physical activity the easiest and most practical option in everyday life.

We would like to urge people to be ambitious in their planning, not just to improve the design of our built environment but to create strong, vibrant and healthy communities.

Jennie Price
Chief Executive
Sport England

Kevin Fenton
Director of Health and Wellbeing
Public Health England

Contents

Executive summary

Active Design takes a fresh look at the opportunities to encourage and promote sport and physical activity through the design and layout of our built environment to support a step change towards healthier and more active lifestyles.

Active Design is rooted in Sport England's aims and objectives to promote the role of sport and physical activity in creating healthy and sustainable communities.

Active Design is supported by Public Health England and is part of our collaborative action to promote the principles set out in Public Health England's 'Everybody Active, Every Day', to create active environments that make physical activity the easiest and most practical option in everyday life.

Good design should contribute positively to making places better for people, to create environments that make the active choice the easy and attractive choice for people and communities.

The creation of healthy places, which promote and enable participation in sport and physical activity, requires the collaborative input of many different partners through many disciplines including planning, design, transport and health, along with developers working with local communities. Active Design is a key guidance document intended to help unify health, design and planning by promoting the right conditions and environments for individuals and communities to lead active and healthy lifestyles.

Practical case studies and pointers to best practice are set out to inspire and encourage those engaged in shaping our environments to deliver more active and healthier environments.

The Ten Principles of Active Design:

The Ten Principles of Active Design are identified by drawing from urban design practice and practical examples to promote environments that offer individuals and communities the greatest potential to lead active and healthy lifestyles.

The Active Design Principles can be applied to many different forms of development across many different settings and apply equally to the design of new places and the enhancement of existing places. While not all the Active Design Principles will be relevant or appropriate to all scenarios and settings, achieving as many of the Active Design Principles as possible will assist in optimising opportunities for active and healthy lifestyles. The main report provides further information on each principle, supported by key facts, pointers to best practice and references to further sources of information.
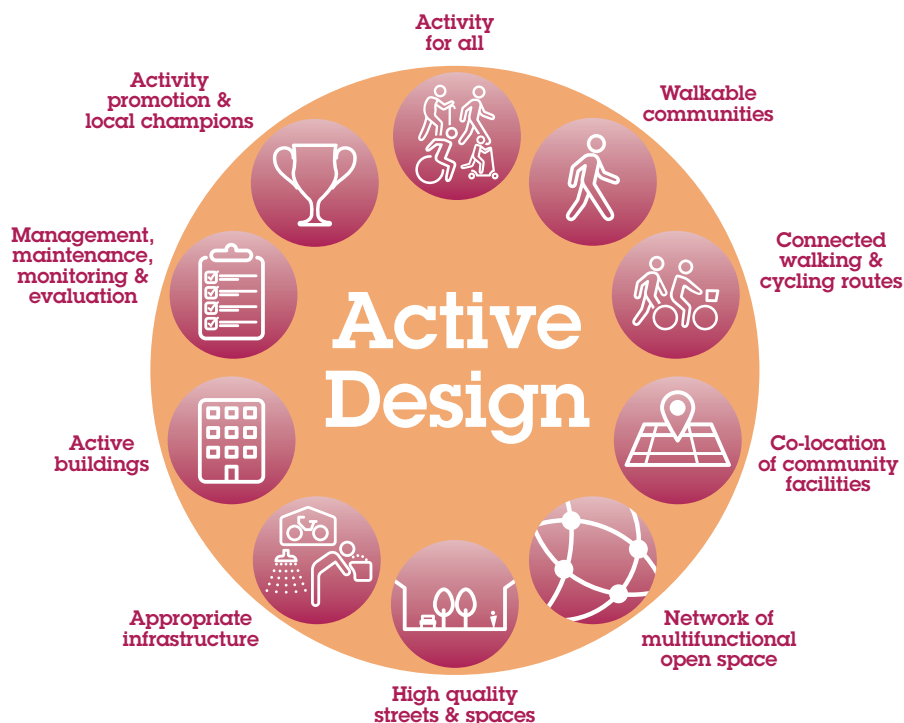
Achieving as many of the Ten Principles of Active Design as possible, where relevant, will optimise opportunities for active and healthy lifestyles.

The Ten Principles of Active Design:

1. Activity for all

Neighbourhoods, facilities and open spaces should be accessible to all users and should support sport and physical activity across all ages.

Enabling those who want to be active, whilst encouraging those who are inactive to become active.

2. Walkable communities

Homes, schools, shops, community facilities, workplaces, open spaces and sports facilities should be within easy reach of each other.

Creating the conditions for active travel between all locations.

3. Connected walking & cycling routes

All destinations should be connected by a direct, legible and integrated network of walking and cycling routes. Routes must be safe, well lit, overlooked, welcoming, well-maintained, durable and clearly signposted. Active travel (walking and cycling) should be prioritised over other modes of transport.

Prioritising active travel through safe, integrated walking and cycling routes.

4. Co-location of community facilities

The co-location and concentration of retail, community and associated uses to support linked trips should be promoted. A mix of land uses and activities should be promoted that avoid the uniform zoning of large areas to single uses.

Creating multiple reasons to visit a destination, minimising the number and length of trips and increasing the awareness and convenience of opportunities to participate in sport and physical activity.

5. Network of multifunctional open space

A network of multifunctional open space should be created across all communities to support a range of activities including sport, recreation and play plus other landscape features including Sustainable Drainage Systems (SuDS), woodland, wildlife habitat and productive landscapes (allotments, orchards). Facilities for sport, recreation and play should be of an appropriate scale and positioned in prominent locations.

Providing multifunctional spaces opens up opportunities for sport and physical activity and has numerous wider benefits.

6. High quality streets and spaces

Flexible and durable high quality streets and public spaces should be promoted, employing high quality durable materials, street furniture and signage.

Well designed streets and spaces support and sustain a broader variety of users and community activities.

7. Appropriate infrastructure

Supporting infrastructure to enable sport and physical activity to take place should be provided across all contexts including workplaces, sports facilities and public space, to facilitate all forms of activity.

Providing and facilitating access to facilities and other infrastructure to enable all members of society to take part in sport and physical activity.

8. Active buildings

The internal and external layout, design and use of buildings should promote opportunities for physical activity.

Providing opportunities for activity inside and around buildings.

9. Management, maintenance, monitoring & evaluation

The management, long-term maintenance and viability of sports facilities and public spaces should be considered in their design. Monitoring and evaluation should be used to assess the success of Active Design initiatives and to inform future directions to maximise activity outcomes from design interventions.

A high standard of management, maintenance, monitoring and evaluation is essential to ensure the long-term desired functionality of all spaces.

10. Activity promotion & local champions

Promoting the importance of participation in sport and physical activity as a means of improving health and wellbeing should be supported. Health promotion measures and local champions should be supported to inspire participation in sport and physical activity across neighbourhoods, workplaces and facilities.

Physical measures need to be matched by community and stakeholder ambition, leadership and engagement.

How to use Active Design:

The creation of healthy places requires the collaborative input of many partners. Active Design provides advice on:

How planners, transport planners and Neighbourhood Plan-making bodies can use Active Design, including a model planning policy:

Active Design should be promoted through all planning activity including Local Plans and Neighbourhood Plans using clear policy support within the National Planning Policy Framework and its supporting Planning Practice Guidance.

Working with local communities and stakeholders, Active Design can be explicitly promoted through Local Plans and Neighbourhood Plans and has an important role to play in Plan Making activity by:

- Contributing to the evidence base for plans;
- The use of the model planning policy;
- Inspiring and informing planning policies to promote healthy communities;
- Informing the approach to the use of the Community Infrastructure Levy;
- Assisting in identifying relevant health and physical activity indicators to inform the ongoing monitoring and evaluation of planning policy.

Planners should also use Active Design in determining planning applications:

- To assist pre-application discussions;
- To inform the design and layout of development and the description of the design response in Design and Access Statements and other appropriate documentation;
- The Ten Active Design Principles and the Model Planning Policy forms a useful tool for the assessment of planning applications, and taking planning decisions.

Active Design can also help planners engage with health professionals and take into account strategies to improve health and wellbeing.

A helpful checklist of the Active Design principles is provided at Appendix A.

How health professionals can use Active Design:

Active Design can help health professionals engage in the plan-making process to ensure that health priorities and objectives are aligned with and integrated into Local Plans and other planning documents.

Health professionals can also use Active Design to stimulate and inform dialogue with planning colleagues, and in engaging with elected members to stimulate discussion and promote strong leadership on promoting sport, health and physical activity across the planning and wider political spectrum.

Health professionals can also use Active Design to engage with planning colleagues on relevant planning applications at pre-application stage, as part of the consultation process once the application is submitted and to inform the consideration of the use of conditions or planning obligations.

How developers can use Active Design:

Developers can employ Active Design Principles to inform the design and layout of a development proposal to promote a number of significant benefits:

- It meets a range of overlapping planning, transport and health objectives in an integrated and co-ordinated manner. This can provide a smoother and quicker route through the planning application process and can assist in building support from neighbours and local communities.
- Active Design offers real and tangible benefits to the design and branding of a development which will enable a development to differentiate itself from competitors and can result in a stronger and more distinct market offer to customers.
- There is a growing awareness that active places have broader economic benefits not just in terms of returns on investment in walking and cycling infrastructure, but in terms of the value of homes. This can have a positive influence on the overall viability of development.

1. Introduction

Taking part in regular sport and physical activity is a key part of maintaining a healthy lifestyle. Too few of us are doing enough sport and physical activity to stay healthy. This could have significant long-term implications for the health, wellbeing and quality of life of millions of people. Active Design has been commissioned by Sport England to take a fresh look at the opportunities to encourage and promote sport and physical activity through the design and layout of our built environment, supporting a step change towards healthier and more active lifestyles.

Building upon the foundations set by the original guidance, published by Sport England in March 2007[1], Active Design provides up to date guidance to assist all parties engaged in shaping our existing and future built environments to maximise opportunities for communities to be naturally active as part of their daily life.

Active Design is Sport England's contribution to the wider debate on developing healthy communities. Active Design is rooted in Sport England's aims and objectives to promote the role of sport and physical activity in creating healthy and sustainable communities. Clear linkages are made to other sources of guidance from partners promoting this agenda across a broad spectrum of interests including planning, design, health, transport and sport.

Active Design is a key guidance document for Sport England intended to unify health, design and planning agendas by providing guidance to create the right conditions and environments for individuals and communities to lead active and healthy lifestyles.

Drawing from the three key Active Design objectives of Accessibility, Amenity and Awareness (established in the 2007 Active Design guidance, below), Ten Active Design Principles have been identified. These focus on those ingredients of cities, towns and villages that offer neighbourhoods and communities the widest opportunities to promote participation of all members of society in sport and physical activity.

Practical case studies and pointers to best practice are set out to inspire and encourage those engaged in preparing plans and development proposals (e.g. town planners, transport planners, developers, neighbourhood plan-making bodies), along with others who can influence this agenda, including health professionals. These are also to help facilitate collaborative working between planning and health to provide more active and healthier environments.

The development of Active Design has been subject to consultation with a group of key stakeholders, and is formally supported by Public Health England. The authors are grateful for all contributions made in preparing this document. A list of the contributors and consultees can be found at Appendix D.

[1]*Active Design*, Sport England (2007)

The need for Active Design to be updated

There has been significant change in the background context since the publication of the original Active Design guidance in 2007:

a. **Change in the planning landscape** – the introduction by the Government of the National Planning Policy Framework (NPPF) and its supporting Planning Practice Guidance, along with Neighbourhood Planning, sets a new context for planning for sport and physical activity. The NPPF sets out the Government's planning policies for England, and gives a sharpened focus to the need to promote healthy communities and ensure good urban design, key ingredients in achieving sustainable development.

b. **Organisational change** – since 2013, upper tier Local Authorities have been responsible for improving the health of their local population and for public health services through Health and Wellbeing Boards. This offers new opportunities for close and continuous collaboration between planning and health functions within local authorities.

c. **Evolving Evidence Base** – there have been numerous initiatives and research publications from a range of relevant stakeholders (including both Sport England and Public Health England) exploring the interaction between environment, health and sport and physical activity from within academia and the health, sports, environment, planning and urban design sectors[2].

d. **Changes in the health landscape** – Public Health England, established on 1st April 2013, is charged with improving the health and wellbeing of the nation and reducing health inequalities. Public Health England has a clearly defined role in delivering Public Health Outcomes including increasing the proportion of physically active adults[3].

e. **The promotion of inclusive design principles and for the need to achieve solutions that create safe and accessible environments for all members of the community** – the concept of inclusive design (designing and building places that everyone – regardless of disability, age, gender, sexual orientation, race or faith – can enjoy confidently and independently with choice and dignity) is firmly established.

f. **Raised profile of the need to promote physical activity for health and wellbeing** – the need to tackle inactivity is being more clearly recognised across society in general and in the health, planning and urban design sectors. This includes stronger cross-departmental Government commitment through measures such as the inclusion of the Cycling and Walking Investment Strategy in the Infrastructure Act 2015[4].

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[2] A list of selected relevant publications and references can be found at Appendix B.
[3] *Public Health Outcomes Framework 2013–2016* (2012), Public Health England.
[4] *The Infrastructure Act 2015*, HM Government.

Health and Active Design

Since the 1960s people have become less and less active in their daily lives, largely as a result of technological changes and an increase in sedentary activities[5]. There is a growing body of evidence of the benefits of physical activity, and the need to tackle inactivity as part of this.

Physical inactivity is responsible for 1 in 6 deaths in the UK[6]. It has adverse effects on health, wellbeing and quality of life at all ages and across all sectors of society, but particularly affects vulnerable groups, such as those in lower social groups[7]. The financial costs of this inactivity are estimated to be £7.4 billion per year[8]. Internationally, the UK has higher levels of inactivity than other similar countries[9].

Being active and meeting the UK Chief Medical Officers' physical activity guidelines helps prevent and manage over 20 long-term conditions, such as cardiovascular disease, type II diabetes, some cancers, back pain, dementia and depression.

Physical activity also improves children's educational attainment, boosts workplace productivity and reduces sickness absence, and can reduce crime and anti-social behaviour[10]. These wider benefits also deliver recognised economic benefits[11].

Just 10 minutes physical activity at a time delivers health benefits, with walking and cycling the easiest ways to get active. Guidelines cover early childhood, 5–18 years, adults and older adults (see example in infographic overleaf).

Active individuals are those that meet the Department of Health published Chief Medical Officer's physical activity guidelines for early childhood, children, adults and older adults (see example in infographic overleaf).

Physical activity guidelines can be met in a number of different ways. As well as sport and exercise, active travel such as brisk walking and cycling[12], carrying heavy loads such as groceries or gardening can be equally as effective as part of a daily routine as illustrated below.

Planning and urban design impacts on a multitude of health issues and impacts: the design and quality of the environment is one factor that determines the choices made by individuals and communities in how they use their local environment[13]. Active Design can help to foster the conditions that will naturally support participation in sport and physical activity as an integral part of everyday life.

[5] Ng SW, Popkin B (2012) *Time Use and Physical Activity: A Shift Away from Movement Across the Globe, Obesity Review* 13(8): 659–680.

[6] Lee IM, et al. (2012) *Effect of physical inactivity on major non-communicable diseases worldwide: an analysis of burden of disease and life expectancy*. The Lancet 380: 219–29 cited in *Everybody Active, Every Day* (2014), Public Health England, page 8.

[7] *Everybody Active Every Day* (2014), Public Health England, page 9.

[8] *Everybody Active Every Day* (2014), Public Health England, page 4.

[9] *Everybody Active Every Day* (2014), Public Health England, page 8.

[10] *Everybody Active Every Day* (2014), Public Health England.

[11] *Active Cities for Economic Success*, Sustrans & *Designed to Move* (2013), ACSM, Nike and ICSSPE.

[12] The Chief Medical Officer noted that walking and cycling have an important role in embedding physical activity into everyday life: *On the State of the Public's Health, Annual Report of the Chief Medical Officer* (2012), Department of Health.

[13] *Physical Activity and the Environment* (2008), NICE and *Built Environment & Physical Activity: A Position Statement* (2012), Faculty of Public Health.
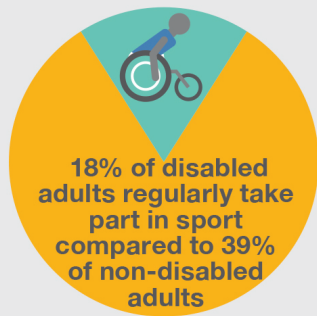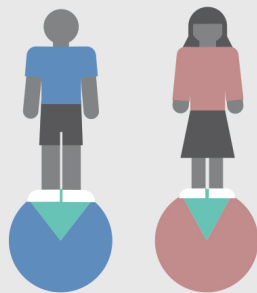
18% of disabled adults regularly take part in sport compared to 39% of non-disabled adults

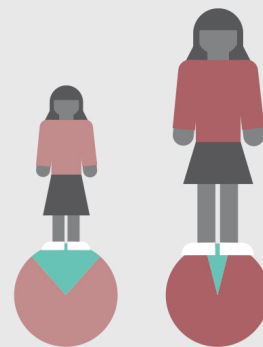**33% of men** are not active enough for good health

45% of women are not active enough for good health

19% of men and 26% of women are 'physically inactive'

21% of boys and **16% of girls** aged 5-15 achieve recommended levels of physical activity

23% of girls aged 5-7 meet the recommended levels of daily physical activity, by ages 13-15 **only 8%** do

47% of boys and **49% of girls** in the lowest economic group are 'inactive' compared to **26%** and **35%** in the highest
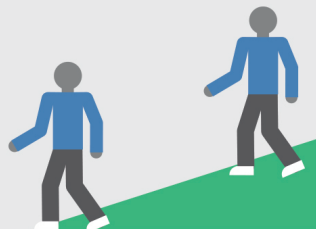
Walking trips decreased by 30% between 1995 and 2013

64% of trips are made by car

22% are made on foot

2% are made by bike

Data sources: Health Survey for England 2012 (HSE); Active People Survey 8, April 2013-April 2014 (APS); National Travel Survey 2013 (NTS)

Everybody Active Every Day (2014) Public Health England

Physical activity benefits for adults and older adults

BENEFITS **HEALTH**

IMPROVES **SLEEP**

MAINTAINS **HEALTHY WEIGHT**

MANAGES **STRESS**

IMPROVES **QUALITY OF LIFE**

REDUCES YOUR CHANCE OF

Type II Diabetes	**-40%**
Cardiovascular Disease	**-35%**
Falls, Depression and Dementia	**-30%**
Joint and Back Pain	**-25%**
Cancers (Colon and Breast)	**-20%**

What should you do?

For a healthy heart and mind

To keep your muscles, bones and joints strong

To reduce your chance of falls

Be Active

Sit Less

Build Strength

Improve Balance

VIGOROUS   **MODERATE**

VIGOROUS	MODERATE	Sit Less	Build Strength	Improve Balance
RUN	WALK	TV ✕	GYM	DANCE
SPORT	CYCLE	SOFA ✕	YOGA	TAI CHI
STAIRS	SWIM	COMPUTER ✕	CARRY BAGS	BOWLS

MINUTES PER WEEK

75 OR **150**

VIGOROUS INTENSITY
(BREATHING FAST DIFFICULTY TALKING)

MODERATE INTENSITY
(INCREASED BREATHING ABLE TO TALK)

OR A COMBINATION OF BOTH

BREAK UP SITTING TIME

2 **DAYS PER WEEK**

Something is better than nothing.

Start small and build up gradually: just 10 minutes at a time provides benefit.

MAKE A START TODAY: it's never too late!

UK Chief Medical Officers' Guidelines 2011 **Start Active, Stay Active: http:bit.ly/startactive**

UK Chief Medical Officers' guidelines for adults and older adults. Separate guidance is also available for younger people (under-5s & 5–18 years).

Developing the Active Design Principles

Ten Active Design Principles have been developed to inspire and inform the design and layout of cities, towns, villages, neighbourhoods, buildings, streets and open spaces, to promote sport and physical activity and active lifestyles. These have evolved from the original Active Design objectives (The 3 A's):

Improving **Accessibility** – providing easy, safe and convenient access to a choice of opportunities for participating in sport and physical activity and active travel for the whole community.

Enhancing **Amenity** – promoting environmental quality in the design and layout of new sports and recreational facilities, their links and relationship to other buildings and the wider public realm.

Increasing **Awareness** – raising the prominence and legibility of sports and recreational facilities and opportunities for physical activity through the design and layout of development.
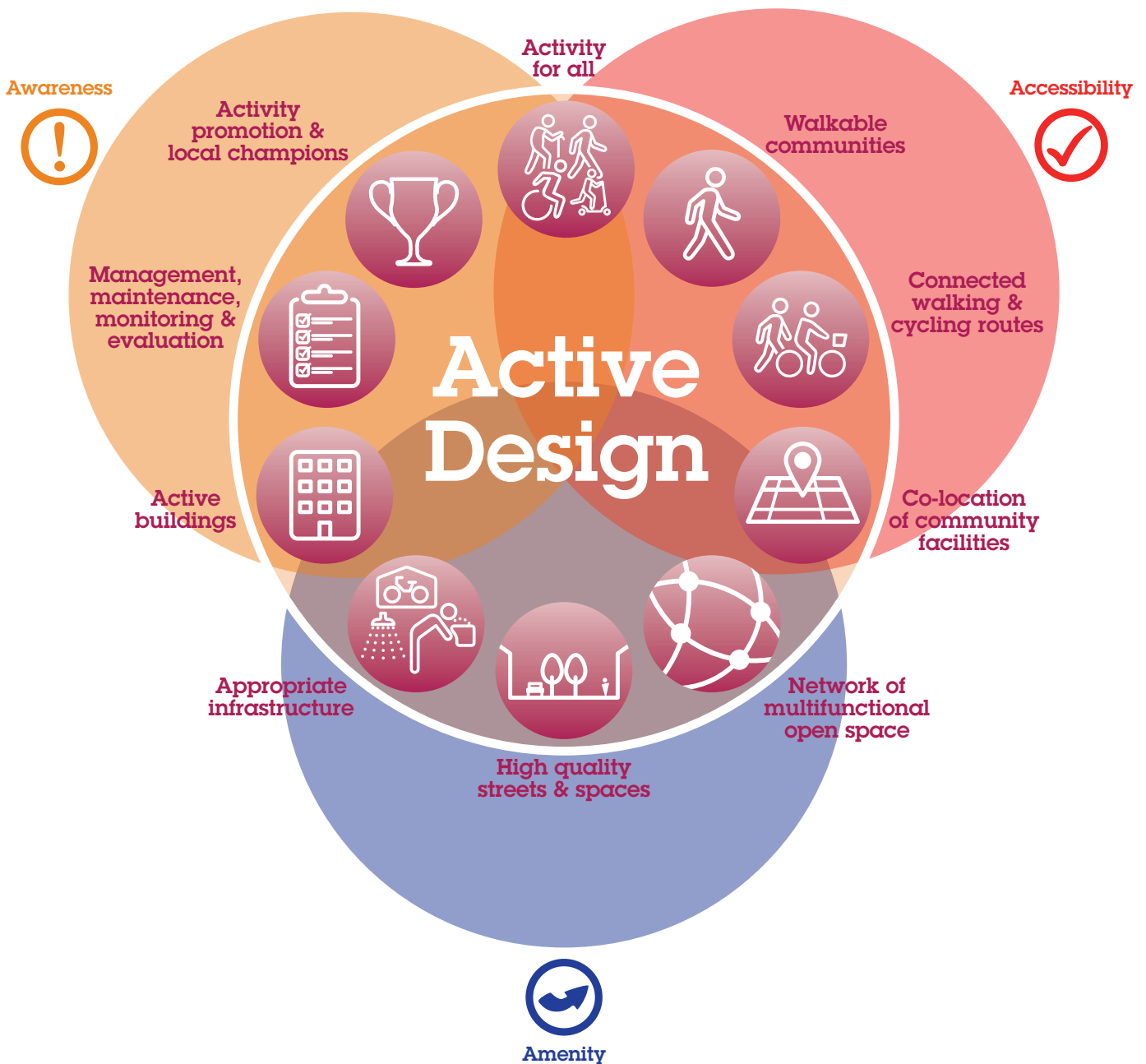
A selective review of health, sport, urban design, planning and transport publications and liaison with relevant stakeholders was undertaken to assess the ongoing relevance of the 3 A's. This confirmed the continuing applicability of Active Design and the 3 A's, and also informed the development of the Ten Active Design Principles.

The new context set by the NPPF and its supporting Planning Practice Guidance is a further influence on the development of the Principles, offering fresh opportunities for the planning of environments promoting health and wellbeing at the neighbourhood level, and providing new mechanisms for the protection of open spaces and community assets.

The Ten Active Design Principles, presented opposite and set out in the following pages, express the 3 A's in a new and highly relevant form.

The Ten Active Design Principles can be applied to many different forms of development across many different settings. While not all the Active Design Principles will be relevant or appropriate to all scenarios and settings, achieving as many of the Active Design Principles as possible will assist in optimising opportunities for active and healthy lifestyles.

The Ten Principles of Active Design

Awareness

Activity for all

Accessibility

Activity promotion & local champions

Walkable communities

Management, maintenance, monitoring & evaluation

Connected walking & cycling routes

Active buildings

Co-location of community facilities

Appropriate infrastructure

Network of multifunctional open space

High quality streets & spaces

Active Design

Amenity

Achieving as many of the Ten Principles of Active Design as possible, where relevant, will optimise opportunities for active and healthy lifestyles.

National Planning Policy Framework:

The Ten Active Design Principles are grounded in the promotion of a healthy community as expressed within the National Planning Policy Framework[14], and the advice contained within its supporting the Planning Practice Guidance[15]:

- The promotion of strong, vibrant and healthy communities is fundamental to the social role of planning in promoting sustainable development (NPPF paragraph 7)

- Pursuing sustainable development includes seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including replacing poor design with better design (NPPF paragraph 9)

- Supporting local strategies to improve health, delivering community and cultural facilities, making the fullest possible use of public transport, walking and cycling and seeking high quality design are Core Planning Principles (NPPF paragraph 17)

- Promoting healthy communities is a key strand of policy, with local communities engaged in shaping places which promote safe and accessible environments, strong neighbourhood centres, and active, continually used, public areas (NPPF paragraph 69)

- Planning positively for shared use of space and community facilities, and protecting existing facilities and services (NPPF paragraph 70)

- Promoting access to high quality open spaces and opportunities for sport and recreation, using up to date assessments of need, and protecting existing open space, sport and recreational buildings and land (NPPF paragraphs 73 and 74)

- Include strategic planning policies for the provision of health and community infrastructure (NPPF paragraph 156) including planning strategically across local boundaries under the duty to cooperate on planning issues (NPPF paragraph 178)

- Work with public health leads and health organisations to understand and take account of the health status and needs of the local population (such as for sports, recreation and places of worship) (NPPF paragraph 171)
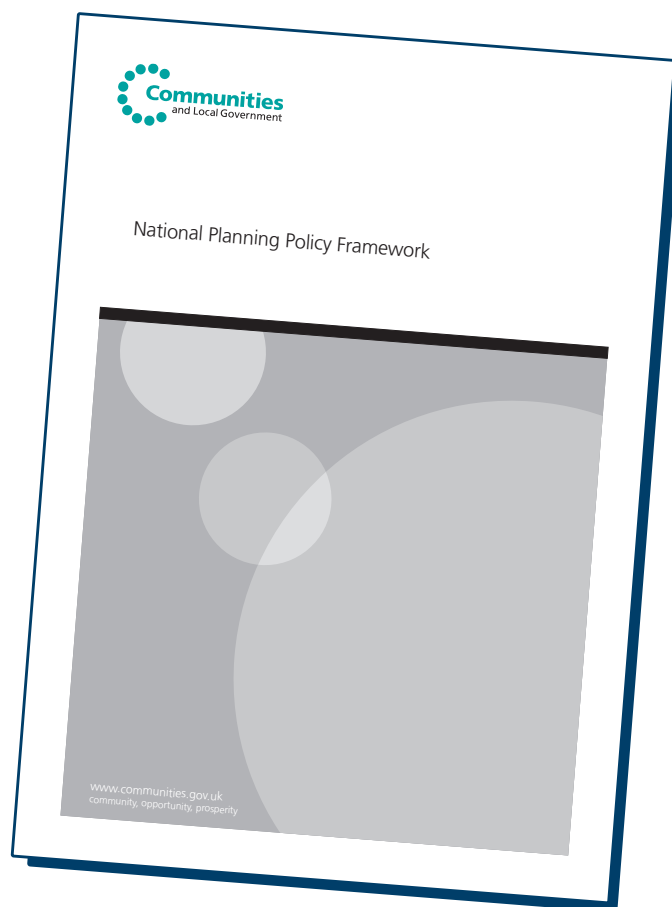
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[14] *National Planning Policy Framework* (2012), Department of Communities and Local Government.

[15] *Planning Practice Guidance*, Department of Communities and Local Government.

Planning Practice Guidance:

What are the links between health and planning?

"*The link between planning and health has been long established. The built and natural environments are major determinants of health and wellbeing. The importance of this role is highlighted in the promoting healthy communities section. This is further supported by the three dimensions to sustainable development within NPPF paragraph 7:*

...The range of issues that could be considered through the plan-making and decision-making processes, in respect of health and healthcare infrastructure, include how:

- *development proposals can support strong, vibrant and healthy communities and help create healthy living environments which should, where possible, include making physical activity easy to do and create places and spaces to meet to support community engagement and social capital;*

- *the local plan promotes health, social and cultural wellbeing and supports the reduction of health inequalities;*

- *the local plan considers the local health and wellbeing strategy and other relevant health improvement strategies in the area;*

- *the healthcare infrastructure implications of any relevant proposed local development have been considered;*

- *opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);*

- *potential pollution and other environmental hazards, which might lead to an adverse impact on human health, are accounted for in the consideration of new development proposals; and*

- *access to the whole community by all sections of the community, whether able-bodied or disabled, has been promoted.*"

Paragraph: 002 Reference ID: 53-002-20140306

What is a healthy community?

"*A healthy community is a good place to grow up and grow old in. It is one which supports healthy behaviours and supports reductions in health inequalities. It should enhance the physical and mental health of the community and, where appropriate, encourage:*

- *Active healthy lifestyles that are made easy through the pattern of development, good urban design, good access to local services and facilities; green open space and safe places for active play and food growing, and is accessible by walking and cycling and public transport.*

- *The creation of healthy living environments for people of all ages which supports social interaction. It meets the needs of children and young people to grow and develop, as well as being adaptable to the needs of an increasingly elderly population and those with dementia and other sensory or mobility impairments.*"

Paragraph: 005 Reference ID: 53-005-20140306

2. The Ten Principles of Active Design

The Ten Principles of Active Design are listed below. Each Active Design Principle is described over the following pages, supported by key facts, relevant illustrations and pointers to best practice. Appendix B contains relevant references which provide further information and background to each principle.

The Active Design Principles draw from existing urban design practice and promote environments that offer individuals and communities the greatest potential to lead active and healthy lifestyles.

1. Activity for all

Neighbourhoods, facilities and open spaces should be accessible to all users and should support sport and physical activity across all ages.

Enabling those who want to be active, whilst encouraging those who are inactive to become active.

2. Walkable communities

Homes, schools, shops, community facilities, workplaces, open spaces and sports facilities should be within easy reach of each other.

Creating the conditions for active travel between all locations.

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A network of multifunctional open space should be created across all communities to support a range of activities including sport, recreation and play plus other landscape uses including Sustainable Drainage Systems (SuDS), woodland, wildlife habitat and productive landscapes (allotments, orchards). Facilities for sport, recreation and play should be of an appropriate scale and positioned in prominent locations.

Providing multifunctional spaces opens up opportunities for sport and physical activity and has numerous wider benefits.

Across England, communities live in a range of urban and rural settings from dense cities to sparsely populated villages in rural areas. These principles are targeted at identifying the drivers of active environments in these different settings, but will need to take local circumstances into account so that they respond appropriately to the different opportunities in different areas.

The principles apply equally to the design of new places and the enhancement of existing places.

6. High quality streets & spaces   *p34*

Flexible and durable high quality streets and public spaces should be promoted, employing high quality durable materials, street furniture and signage.

Well designed streets and spaces support and sustain a broader variety of users and community activities.

7. Appropriate infrastructure   *p38*

Supporting infrastructure to enable sport and physical activity to take place should be provided across all contexts including workplaces, sports facilities and public space, to facilitate all forms of activity.

Providing and facilitating access to facilities and other infrastructure to enable all members of society to take part in sport and physical activity.

8. Active buildings   *p42*

The internal and external layout, design and use of buildings should promote opportunities for physical activity.

Providing opportunities for activity inside and around buildings.

9. Management, maintenance, monitoring & evaluation   *p46*

The management, long-term maintenance and viability of sports facilities and public spaces should be considered in their design. Monitoring and evaluation should be used to assess the success of Active Design initiatives and to inform future directions to maximise activity outcomes from design interventions.

A high standard of management, maintenance, monitoring and evaluation is essential to ensure the long-term desired functionality of all spaces.

10. Activity promotion & local champions   *p48*

Promoting the importance of participation in sport and physical activity as a means of improving health and wellbeing should be supported. Health promotion measures and local champions should be supported to inspire participation in sport and physical activity across neighbourhoods, workplaces and facilities.

Physical measures need to be matched by community and stakeholder ambition, leadership and engagement.

A summary checklist of the Ten Principles of Active Design is provided at Appendix A.

1. Activity for all

Neighbourhoods, facilities and open spaces should be accessible to all users and should support sport and physical activity across all ages.

Enabling those who want to be active, whilst encouraging those who are inactive to become active.
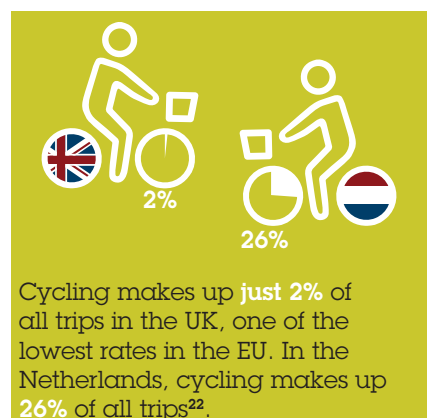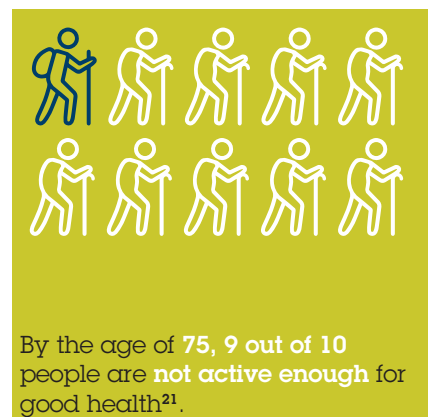
Different groups within society participate in sport and all types of physical activity to varying degrees. Being active every day needs to be embedded across every community in every aspect of life. The association between physical activity and leading a healthy, happy life means that issues of cost, access or cultural barriers need to be tackled. People living in a deprived community are six times more likely to have had no previous experience of outdoors activity[16]. Under the Equality Act 2010[17] there is a responsibility to consider vulnerable groups. Particular attention should be given to promoting access to opportunities to be active for vulnerable groups who may experience difficulty in accessing opportunities for physical activity, to reduce health inequalities.

There should be no barriers to making sports facilities and our streets and open spaces accessible to all members of society regardless of age, culture, gender or ability.

Creating provision for activity for all ages requires the integration of play and recreation opportunities for toddlers, children and teenagers. Establishing physical activity patterns in early years sets a precedent for the rest of young people's lives. When children are engaged in physical activity it often encourages the whole family to get involved in activities too, bringing intergenerational benefits through activity that extends beyond the children through to parents, grandparents and the wider circle of family and friends.

Given the demographic trends towards an ageing population it is essential that older adults have appropriate opportunities to be active (see Principle 7). High proportions of older adults are not meeting their recommended activity levels[18]. This trend may be the result of a number of factors including isolation and poor physical and mental health. More and better inclusive provision is required to create opportunities to be active, ranging from safe walking and cycling to specifically targeted sports provision. The benefits of regular physical activity extend beyond the individuals' health and wellbeing and can also have a significant impact on helping to promote preventative health care for older adults.

Key facts

People living in the most deprived areas of the UK are **twice as likely** to be **physically inactive** as those living in more prosperous areas[19].

45% of women and **33%** of men are **not active enough** for good health[20].

By the age of **75, 9 out of 10** people are **not active enough** for good health[21].

Cycling makes up **just 2%** of all trips in the UK, one of the lowest rates in the EU. In the Netherlands, cycling makes up **26%** of all trips[22].

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[16] *Getting Active Outdoors: a study of Demography, Motivation, Participation and Provision in Outdoor Sport and Recreation in England* (2015), Sport England.

[17] *The Equality Act 2010* identifies protected characteristics which are the grounds against which discrimination is unlawful. The characteristics are; age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

[18] *Health Survey for England Trend Tables* (2010), Health and Social Care Information Centre.

[19] *Active People Survey 2013–2014*, Sport England.

[20] *Everybody Active, Every Day* (2014), Public Health England.

[21] *Health Survey for England Trend Tables* (2010), Health and Social Care Information Centre.

[22] *Active Travel Strategy* (2010), Department for Transport & Department of Health – Page 41.

Provision should also be made to encourage disabled people to be active. This should include disabled people with various impairments including those who have sensory and physical impairments. Local environments and local facilities often provide the first opportunity for disabled people to be more active. The principles of inclusive design, outlined by CABE[23], should be adopted in the design of a development to enable everyone to participate equally, confidently and independently in everyday activity, using local level solutions, including in sports facilities and the wider public realm.

Further, specific measures should be taken in areas where there are known inequalities to target the identified needs of particular groups or to encourage greater participation. This might not require specific facilities or designs, but could mean that the management of space or a particular facility is aimed at reaching out to particular groups. One example might be enabling multiple uses of a park to cater for different groups at different times, ranging from 'BuggyFit' activities for parents with young children, through to a range of sports and activities for other groups (for example, see Case Study: South Park, Darlington).

It is important to recognise and adopt the principles of inclusive design when making decisions about the potentially conflicting needs of different groups, as not all activities may be complementary and careful consideration of the requirements for different groups using the same space is required to avoid conflicts. For example, the needs of vulnerable pedestrians should be taken into account in the design and layout of public spaces.

Provision should be tailored to meet local communities' needs to ensure that appropriate Active Design measures are applied in the right places at the right times. Some local authorities have developed their own standards for inclusive design[24]. Other organisations such as employers or job centres can also play a role in promoting activity, for example in promoting active travel choices.

Increasing inclusivity initiatives: StreetGames example

StreetGames[1] – a charity that has received funding from Sport England – was established in 2013 to set up 307 Doorstep Sports Clubs and engage over 118,000 young people living in some of England's most disadvantaged communities. StreetGames is a national sports charity that brings sport to the doorstep of young people in disadvantaged communities across the country via Doorstep Sports Clubs.

One example of the impact StreetGames has is the Saheli Women's Group[2]. Formed in Birmingham in 1998, the group is dedicated to improving community health and wellbeing by providing innovative services and solutions that educate, motivate, inspire and empower.

The group has expanded, using StreetGames funding, and now runs multiple Doorstep Sports Clubs which provide a variety of sporting opportunities to local women and young people. The clubs have developed partnerships with local leisure facilities which enable the participants to understand and encourage participation.

[1] *StreetGames* – for further information: www.streetgames.org
[2] *StreetGames Case Study: Saheli Women's Group*, StreetGames

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[23] *The principles of inclusive design. (They include you.)* (2006), CABE.
[24] For example see *Inclusive Design in Islington Supplementary Planning Document* (2014), The London Borough of Islington.

Pointers to best practice

➜ Provide a range and mix of local recreation, sports and play facilities and open spaces to encourage physical activity across all neighbourhoods.

➜ Manage facilities and open spaces to encourage a range of activities to allow all to take part, including activities for all genders, all ages and all cultures:

   ➜ Provide facilities, spaces and opportunities for slower paced activities, such as walking football, lawn bowling or slower speed swimming, encouraging older people to be involved. Couple this with the provision of infrastructure to facilitate activity (see Active Design Principle 7 p.38). Age UK's Fit as a Fiddle[25] and Get Going Together[26] projects provide examples of this approach in practice.

   ➜ Encourage behavioural change by providing environments that can offer enhanced sport and physical activity opportunities targeted at women[27]. These environments should be supported with provision of activities which allow women to be involved. BuggyFit, for example, has been particularly effective in encouraging mothers with young children to be more active[28].

   ➜ Encourage activity for all, promoting activity across all walks of life (see Active Design Principle 10 p.48).

➜ Specifically focus a greater range of recreation, sport and physical activity opportunities in more deprived areas or where there are known to be particular health issues.

➜ Use varied promotion initiatives and methods directed across peer groups to seek to reach all members of society and to target hard to reach groups.

➜ All facilities should be supported as appropriate by good quality public conveniences, water fountains and where appropriate changing facilities to further increase their appeal to all. Public spaces and routes should have generous levels of seating provided (see Active Design Principle 7 p.38).

➜ Where shared surfaces occur, the specific needs of the vulnerable pedestrian should be taken into account, including maintaining clear and safe routes.

➜ Community groups should be supported to build and maintain spaces for play and increase the number and safety of outdoor play spaces. The environment also needs to offer opportunities for disabled children and non-disabled children to play together, giving them all the chance to feel welcome and involved. This can promote social connections in the community such as the Play Street initiative[29].

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[25] *Fit as a Fiddle*, Age UK.

[26] *Get Going Together*, Age UK.

[27] *What Sways Women to Play Sport?* (2015), Women in Sport.

[28] BuggyFit – www.buggyfit.co.uk.

[29] Play Streets, London Play.

1 Walking and rambling clubs can provide vital opportunities for people of all ages to be active
2 Skate parks and mountain bike circuits can be popular with younger users
3 Activity patterns should be established in early years to encourage activity in the future
4 Inclusive spaces are essential to encourage use by all (Public square with play area, Milton Keynes)
5 Local parks can provide space for a multitude of activities (Sports pitches, Milton Keynes)
6 Indoor sports halls create a location to enable a wide range of activity

2. Walkable communities

Homes, schools, shops, community facilities, workplaces, open spaces and sports facilities should be within easy reach of each other.

Creating the conditions for active travel between all locations.

Walking and cycling are two of the easiest ways in which people can stay active. The benefits of walkable communities are recognised and well established in planning and design literature. Local facilities such as shops, schools and open spaces can bring residents together, reinforce communities and reduce reliance on private transport[30].

The attractiveness of walking and cycling is affected by distance, the nature and quality of a route and its conviviality and security. Active travel (walking and cycling) should be prioritised over other modes of transport as this provides the greatest opportunity for people to be physically active in their day to day lives.
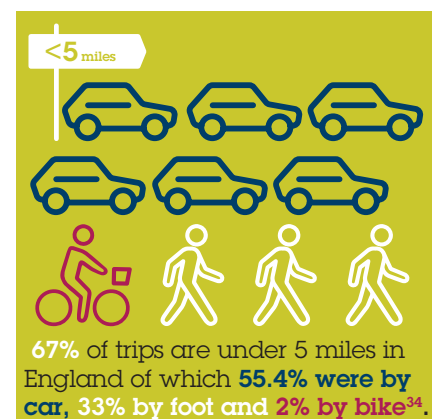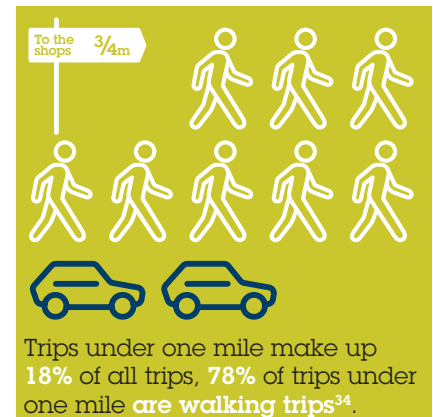
Neighbourhoods should be laid out to promote walkable communities. Where possible, all residents and workers should be within easy and convenient walking and cycling distance to key facilities including local centres, schools, shops, sports facilities, play areas and public facilities.

The journey to school is a key part of the daily routine for many families, and it creates an opportunity for active travel for many children and adults[31]. Through ongoing support for active travel methods such as 'school walking buses'[32] and cycle to school initiatives, active travel can be encouraged as the natural choice for local school journeys. Everyday walking and cycling can inspire more intensive walking (or running) and cycling, as well as other forms of activity across all contexts.

The importance of cycling and walking is recognised by Central Government under the Infrastructure Act 2015[33]. This gives the Secretary of State powers to set Cycling and Walking Investment Strategies in England, providing funding infrastructure to promote these active travel methods. Other transport planning initiatives such as Personal Travel Planning and Travel Plans provide further opportunities for the direct promotion of walking and cycling.

Specific programmes and measures can also complement walkable layouts to promote and encourage walking and cycling, such as 'Beat the Street' (see inset box overleaf) or school travel plans.

Key facts

Trips under one mile make up **18%** of all trips, **78%** of trips under one mile **are walking trips**[34].

67% of trips are under 5 miles in England of which **55.4% were by car**, 33% by foot and **2% by bike**[34].

The average trip to a primary school is **1.6 miles**, and to a secondary school is **3.7 miles**[34].

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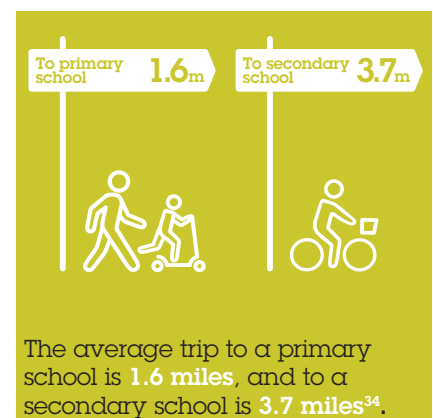
[30] *Urban Design Compendium* (2000), Homes and Communities Agency.

[31] *Increasing Active Travel to School* (2014), Sustrans.

[32] See for an example initiative – *Green Schools Revolution, Walking Buses*, The Co-Operative.

[33] *The Infrastructure Act 2015*, HM Government.

[34] *Key Statistics for Great Britain/England* (2014), Sustrans, taken from National Travel Survey 2013 figures.

1 Wider pavements provide space for walking and sitting on high streets (City Centre, Exeter)
2 Linear park with leisure routes for active travel plus seating, play & landscape (Salford, Manchester)
3 Wide, level walking and cycling route between railway station and City Centre (Howard Street, Sheffield)
4 Playgrounds and activity areas should be located within easy walking distance of the local community (Brooklands, Milton Keynes)

Pointers to best practice

➜ A diverse mix of land uses such as homes, schools, shops, jobs, relevant community facilities and open space should all be provided within a comfortable walking distance, generally within 800m. These should be supplemented by a broader range and mix of land uses within 5km cycling distance[35].

➜ Large, single purpose, uniform land uses should be avoided where possible (also see Active Design Principle 4 p.26).

➜ Creating walkable communities provides opportunities to facilitate initiatives such as walking buses to school, and also provides the basic pattern of development to support a network of connected walking and cycling routes (Active Design Principle 3 p.20).

Walkable Communities: principles in practice in the Alconbury Weald Master Plan

Alconbury Weald master plan (prepared by David Lock Associates on behalf of client Urban&Civic): The principles of walkable communities are integrated into the master planning of Alconbury Weald, a high quality, low carbon strategic development of a former RAF airbase in Cambridgeshire. The plans above show the walking and cycling distance to primary, secondary and further education facilities within easy reach of the new homes and jobs.

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[35] *Guidelines for Providing for Journeys on Foot* (2000), The Institute of Highways & Transportation.

Beat the Street

Beat the Street is a fun, free walking and cycling game for a whole community 39,000 people played in 2014 and over 150,000 to play in 2015. Award winning Beat the Street is funded by the NHS, Public Health and local councils to build active communities all around the world.

To find out more visit intelligenthealth.co.uk

Intelligent Health

Beat the Street is designed to encourage walking. Participants collect ID cards from local centres and then these cards are 'tapped' on 'Beat Box' sensors which are located throughout an area. Progress is registered and tracked online. Small prizes are awarded at random for successful 'taps', with prize chances increasing as more personal miles are walked. Beat the Street is funded by the NHS, Public Health England and local councils and has been undertaken at various locations across the country.

Beat the Street was trialled in Reading in both 2014 and 2015. The target was for participants to walk a combined total of 300,000 miles in an 8 week period.

The scheme has been very successful: the target was met with £4,000 donated to a local charity. This prize money was provided by local philanthropists and sponsors of the scheme.

The 'game' type approach has been popular with both adults and children, and prizes being awarded have further incentivised the scheme. This scheme shows the potential of using technology within the built environment to support active lifestyles, and the activity gains that can be made without the need for major investment.

More information can be found at http://beatthestreet.me/

3. Connected walking & cycling routes

All destinations should be connected by a direct, legible and integrated network of walking and cycling routes. Routes must be safe, well lit, overlooked, welcoming, well-maintained, durable and clearly signposted. Active travel (walking and cycling) should be prioritised over other modes of transport.

Prioritising active travel through safe, integrated walking and cycling routes.

Further to Active Design Principle 2, linking destinations in walkable communities, the quality of the routes has a direct influence on their attractiveness for walking and cycling. The better quality and more continuous a route for pedestrians and cyclists is, the more attractive it will be and the more able to support higher rates of active travel. Routes should be direct, legible and integrated as part of a wider network. Any barriers to pedestrian and cycle movement, such as busy routes or intersections, a lack of dropped kerbs or excessive street clutter should be carefully addressed to accommodate, prioritise and encourage walking and cycling. The layout of routes should also take account of topography, to ensure that it is suitable for all users. In some cases, this can result in a less direct, but flatter route being created.

The use of public transport is complementary to walking and cycling with the initial stages of all journeys being on foot (or by bicycle). Foot and cycle networks should pay particular attention to integrating with public transport nodes and networks.

There is a difference in providing for the experienced cyclist and the casual cyclist. Experienced cyclists may value speed and direct routes and may share road space with vehicles, whereas casual cyclists will value safety and often favour segregated off road routes. However, both require routes to be robust, clearly marked, well signposted and appropriately prioritised above private cars to provide safety.

Providing a connected and safe network of walking and cycling routes also creates leisure and recreational opportunities for people to run or cycle. These opportunities can become formalised using signage to create marked routes of a particular distance (e.g. Greenline running routes[36]).

Key facts

A quarter of British adults now **walk for less than nine minutes a day** – including time spent getting to the car, work and the shops[37].

Around **23 million bicycles** are owned in the UK, across almost half the population. However, only **15%** of the population **cycle once a week** or more, and around **65% don't cycle at all**[38].

The average time spent travelling on foot or by bicycle in Britain has **decreased** from **12.9 minutes per day** in 1995–1997 to **11 minutes per day** in 2007[39].

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[36] *The Greenline – Marked Fitness Routes*, England Athletics.
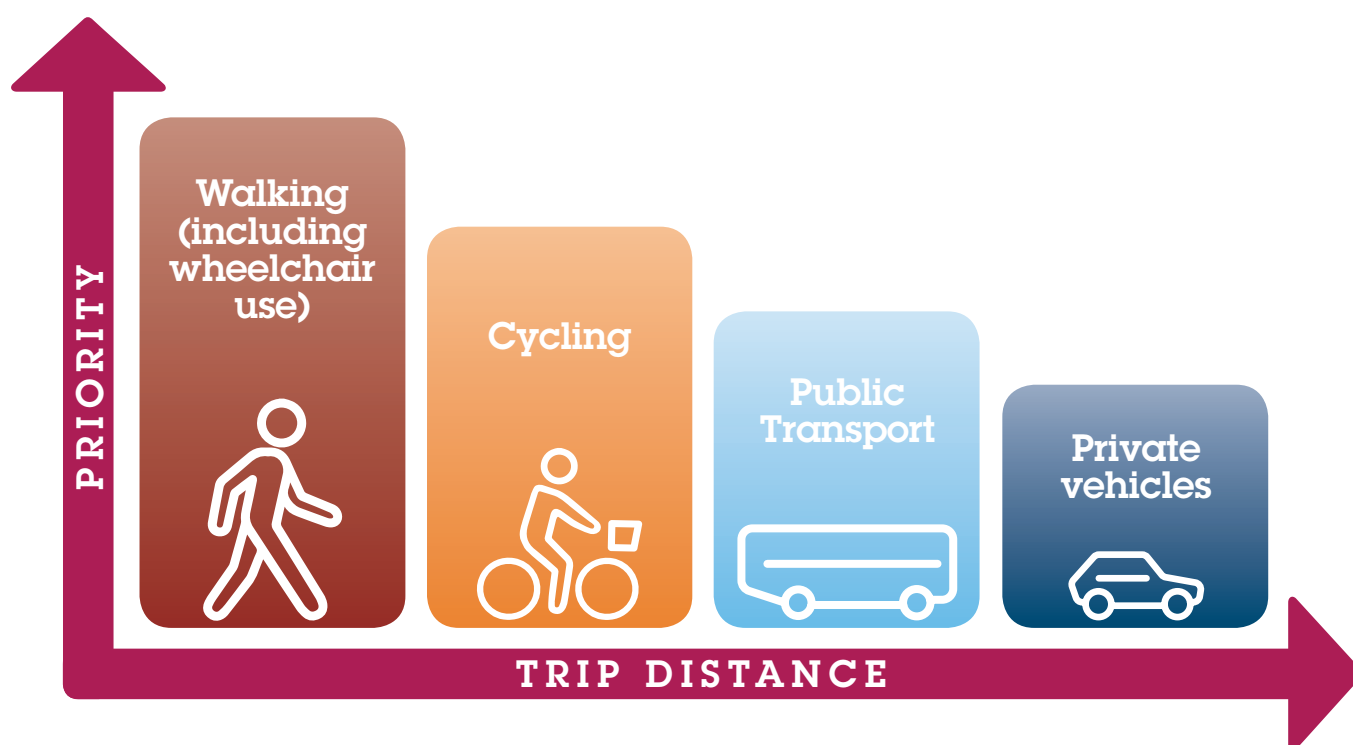[37] *Active by Design, Designing Places for Healthy Lives* (2014), Design Council.
[38] *National Travel Survey* (2013), Department for Transport.
[39] *Local Government Briefing on Walking and Cycling* (2013), National Institute for Health and Care Excellence (NICE).

A hierarchy of movement to support active travel

PRIORITY

Walking (including wheelchair use)

Cycling

Public Transport

Private vehicles

TRIP DISTANCE

Walking: pedestrians and wheelchair users come first. Walking and wheelchair users should be prioritised over all other transport to maximise accessibility for all people. Environments should be designed and maintained so that all types of pedestrian, including disabled users, have priority over all other road users, including cyclists, and that the two are not brought into conflict. This may require, for example, reallocation of road space from motor traffic to pedestrians, the introduction of lower speed limits, or clear separation and delineation of pedestrian routes.

Cycling: cycling is the next priority; consideration should be given to relationships between pedestrians and cyclists and potential conflicts minimised.

Public transport: buses and trains should have priority over private cars as a more sustainable mode of transport and that often support active travel as part of a wider journey.

Private vehicles: cars, lorries, vans etc. should be designed for in the creation of safe, accessible streets, spaces and places but not at the expense of other higher priority modes of transport: private vehicles offer the least potential for promoting physical activity.

Pointers to best practice

→ Provide an attractive, direct and integrated network of walking and cycling routes in the master planning process for new developments linking all facilities, homes, jobs and open spaces. These routes should be, where feasible, more direct and shorter than vehicular routes.

→ Create new walking and cycling routes in the existing urban fabric, including the redesign of streets to accommodate safe cycling and walking provision, and utilising good urban design principles to promote pedestrian access and priority over vehicular traffic, especially at key crossings and to and from important community facilities (including schools, shops) where footfall is greatest, or where the vulnerable pedestrian is present.

→ Walking and cycling routes must be safe, well lit, overlooked, welcoming, and well maintained. Routes should be designed to maintain visibility to avoid blind corners. It is essential that routes are perceived as being safe to all[40]. Detailed design and maintenance is important to provide level surfaces, avoid clutter, to control planting and to promote an attractive high quality environment.

→ Clear signage is also important; to encourage the use of walking and cycling routes, and boost confidence in moving around by walking and cycling.

→ Routes should support cycling by children and young people as well as disabled people where possible, achieved through providing the correct widths, surfaces and conditions to allow everyone to be active. This should include opportunities for trikes, wheelchair tandem, adapted cycles, arm cycles and other modes of cycling used by disabled cyclists.

→ Both walking and cycling routes should be fully integrated with public transport nodes and networks.

→ Shared or segregated footways and cycleways should be provided within the street corridor, adjacent to the vehicular highway where possible. Kerbs or other delineation should normally be used to define the boundary of the footway/cycleway, providing a greater degree of separation and safety from the vehicular carriageway. Where shared surfaces are created, the needs of the vulnerable pedestrian should be taken into account. Queen Elizabeth Olympic Park is a good example of the use of inclusive design standards to inform the design of shared surfaces (see inset box on page 41).

→ Walking and cycling leisure routes should also be established with the provision of leisure routes through parks, open spaces and other forms of landscape such as woods, allotments or orchards. These routes could be located to support links between key destinations, or as circular routes to allow users to loop back to a starting location.

→ Sporting facilities should be well signposted and fully integrated within walking and cycling networks. Informal facilities for physical activity should also be considered, such as Greenline[41] (running, jogging or cycling) routes and areas suitable for parkrun[42], outdoor fitness classes or other informal fitness activity.

→ Active travel can be prioritised by other public realm measures including:

  → Reduction of vehicular speed limits – see GO20 inset box (p.25).

  → Shared surface schemes which use common street surfacing materials and design treatments to promote access for pedestrians and cyclists.

  → Widening of pavements on busy pedestrian streets to balance allocation of road space between vehicles and pedestrians.

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[40] 80% of parents state that children get less exercise today because parents are afraid to let them go outside alone, particularly their daughters; *Getting Active Outdoors: a study of Demography, Motivation, Participation and Provision in Outdoor Sport and Recreation in England* (2015), Sport England

[41] *The Greenline – Marked Fitness Routes*, England Athletics.

[42] parkrun – www.parkrun.org.uk

1 Multiple use footways with clear signage can provide opportunities for activity (Southbank, Brisbane, Australia)
2 Leisure routes provide durable paths for a range of activities including walking, cycling, dog walking
3 A riverside leisure route through a park provides active travel connections to the City Centre (Bristol)
4 Dedicated cycle lane provision with kerb delineation (Bristol)
5 & 6 Streets can be redesigned to improve access for walking and cycling as shown in the creation of a 'shared surface' street (link between high street and seafront, Felixstowe, Suffolk)

Before

After

6 Connected walking and cycling routes should underpin master plans (example illustrated shows walking and cycling routes within proposals for Alconbury Weald, Key Phase 1, master plan prepared by David Lock Associates on behalf of Urban&Civic)

7 Multiple methods can create a pleasant walking and cycling environment (Parc La Villette, Paris)

— Cycling on shared footway/cycle track

— Cycling on street in carriageway of lower order streets

— Cycling on street in lowest order streets

— Cycling off road on leisure routes in Green Infrastructure

Lighting

Clear desire line

Natural landscape

Durable seating

Tactile edge of cycle way

Tactile paving to mark edge

Marked cycleway

Wide, durable footway
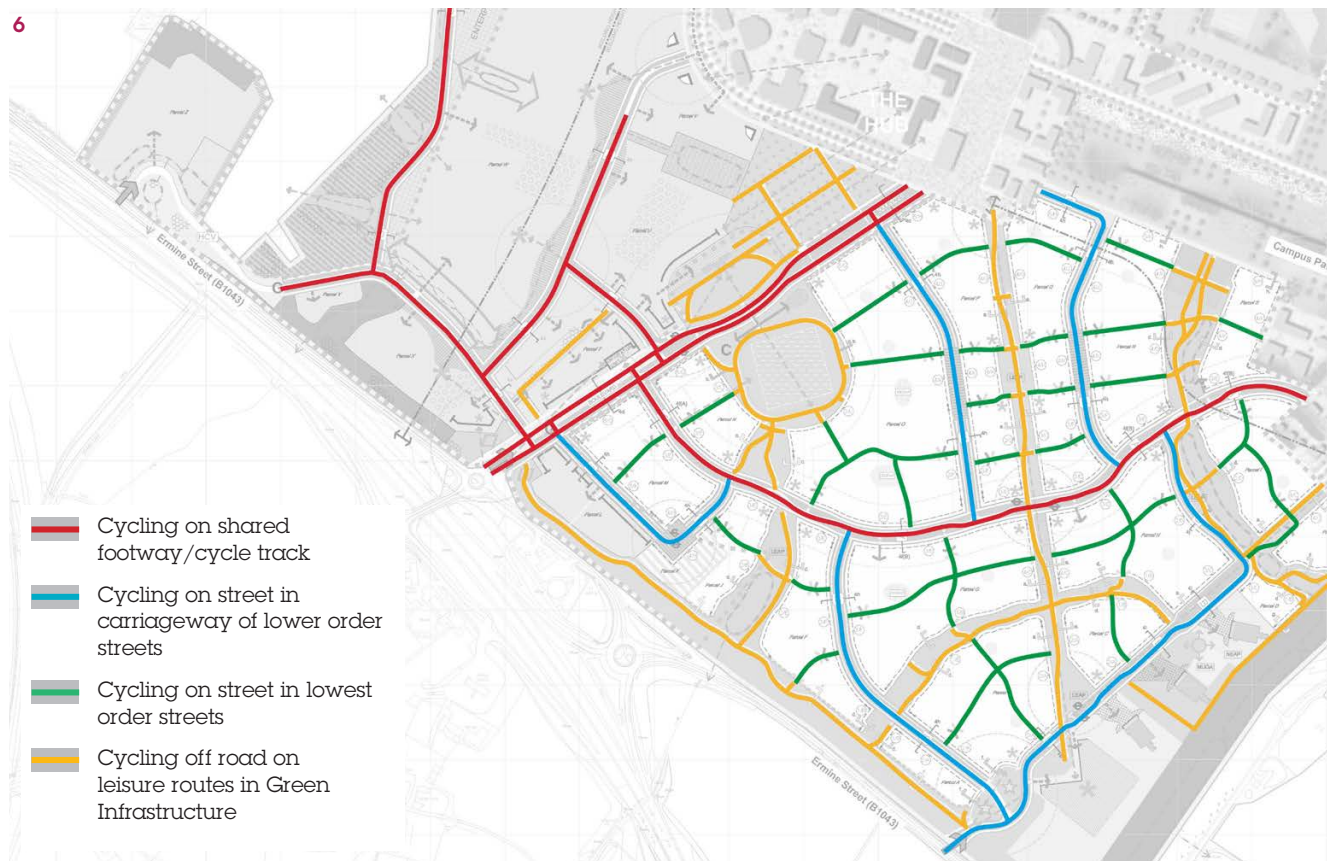
GO20 Campaign

GO20 is a campaign, provided by a coalition of charities, to make walking and cycling safer and reclaim streets as places where people live. Introducing 20mph speed limits can bring about fewer road casualties, increase walking and cycling and more active lifestyles, reduce pollution and lower public spending. The campaign fact sheet highlights some of the benefits of 20mph speed limits:

- Fewer casualties: 20mph is much safer for everyone. Drivers have more time to react in an emergency and avoid hitting someone:

  - Where 20mph limits have replaced 30mph limits, there have been dramatic reductions in casualties[1,2].

  - Children benefit especially, since they struggle to judge the speed of vehicles over 20mph[3].

- Healthy, active lifestyles: reducing casualties isn't the only public health benefit of GO20. It makes people feel safer, which encourages more walking and cycling. Where widespread 20mph limits have been introduced, walking and cycling has increased[4].

For more information refer to the GO20 campaign – www.brake.org.uk/go20

At 30mph, it takes you six car lengths to stop

At 20mph, it takes you three

Give yourself time to react: GO 20

Brake
the road safety charity

GO 20

for safe streets and happy people

Brake
the road safety charity

[1] 20mph speed reduction initiative, Scottish Executive Central Research Unit, 2001

[2] 20mph Speed Limit Pilots Evaluation Report, Warrington Borough Council, 2010

[3] Reduced sensitivity to visual looming inflates the risk posed by speeding vehicles when children try to cross the road, University of London, 2011

[4] Where widespread 20mph limits have been introduced levels of walking and cycling increased by 20%. Citywide Rollout of 20mph speed limits, Bristol City Council Cabinet, 2012

4. Co-location of community facilities

The co-location and concentration of retail, community and associated uses to support linked trips should be promoted. A mix of land uses and activities should be promoted that avoid the uniform zoning of large areas to single uses.

Creating multiple reasons to visit a destination, minimising the number and length of trips and increasing the awareness and convenience of opportunities to participate in sport and physical activity.

Co-location (the grouping of destinations such as community facilities, schools, shops, work places, sports facilities and leisure centres within close proximity of each other), allows users to make only one linked trip to an area for multiple reasons. Co-location is good for business, with a concentration of facilities increasing activity and therefore footfall for neighbouring uses.

Linked trips reduce the need to travel and allow more time for people to linger and be socially interactive, whilst also creating variety and vitality in town and local centres.

Integrated within the walking and cycling networks, these mixed use locations can provide key active travel destinations for people to access by walking and cycling.

Conversely, large, uniform, single purpose land uses can lengthen journeys, and do not sustain a mix of activity and users across the day making them less animated. This reduces the opportunities for social interaction and makes active travel less practical.

Co-location of sports facilities alongside everyday destinations such as health services can help to raise awareness of opportunities for sport and physical activity and increase the convenience of visiting such uses.

This can also include co-location within the same building: co-location with other community facilities can increase the visibility of sports facilities, and offers the potential to encourage participation and increased rates of participation in sport and physical activity across the community.

The principle of co-location of community facilities applies equally to major developments such as urban extensions, and to smaller scale developments such as the regeneration of neighbourhood centres or the design of new community buildings.

Co-location can also be applied to sports and recreation provision allowing informal use of spaces and facilities where appropriate.

Key facts

To the pitch >2m

To the pitch <2m

65% of people that are **currently not active** outdoors[43] are **more likely** to participate **within two miles of their home**[44].

To the shops, gym & cinema

To the shops

To the gym

To the cinema

50% of users will frequently **combine visits** to a foodstore with undertaking other activities in the area, such as visiting other stores or utilising local facilities[45].

[43] Outdoor Activity = any physical activity in a natural environment (Urban, Water, Mountain & Countryside, Snow, Sky) excludes all outdoor pitch sports, active travel, walking the dog, gardening.

[44] *Getting Active Outdoors: a study of Demography, Motivation, Participation and Provision in Outdoor Sport and Recreation in England* (2015), Sport England.

[45] *Further Evidence on Linked Trips and Foodstore Development* (2010), Wrigley, Cudworth and Lambiri, for the Town and Country Planning Association.

1 & 2 Co-locating community sports facilities: example of swimming and fitness centre next to all-weather sports pitch and play area in adjacent recreation ground (Wolverton, Milton Keynes)

3 Traditional centres of towns, cities and villages demonstrate the principle of co-location of uses and the benefit for linked trips by active travel (City Centre, Cambridge)

4–6 Co-location of community facilities including primary school, shops, homes and community centre (Cranbrook, East Devon).

Pointers to best practice

➜ In all local contexts, the pattern of development should seek to concentrate key uses (schools, shops, workplaces, homes etc.) to encourage linked trips and create varied and active centres.

➜ Opportunities should be explored to create public spaces that encourage users to interact including seating areas, multi-use landscaping and safe and attractive public spaces.

➜ Co-located facilities should be focal points within walking and cycling networks, encouraging social interaction in active and well used spaces.

➜ Opportunities to co-locate complementary functions (such as health centres and gyms) should be fully explored.

➜ Sport England promotes a series of technical guidance notes for the design and layout of sports halls and other sports facilities.

➜ Sports facilities should be located in prominent positions in the local community, raising awareness of their existence, inspiring people to use them and ensuring they can become focal points for the community and social interaction.

➜ Multiple sports and recreation facilities should be co-located together where possible, to allow a choice of activity in one location, and promote the efficient shared management of facilities. These should take a prominent position within local networks.

➜ School facilities and grounds should be available for use outside school time to support the whole community to engage in physical activity.
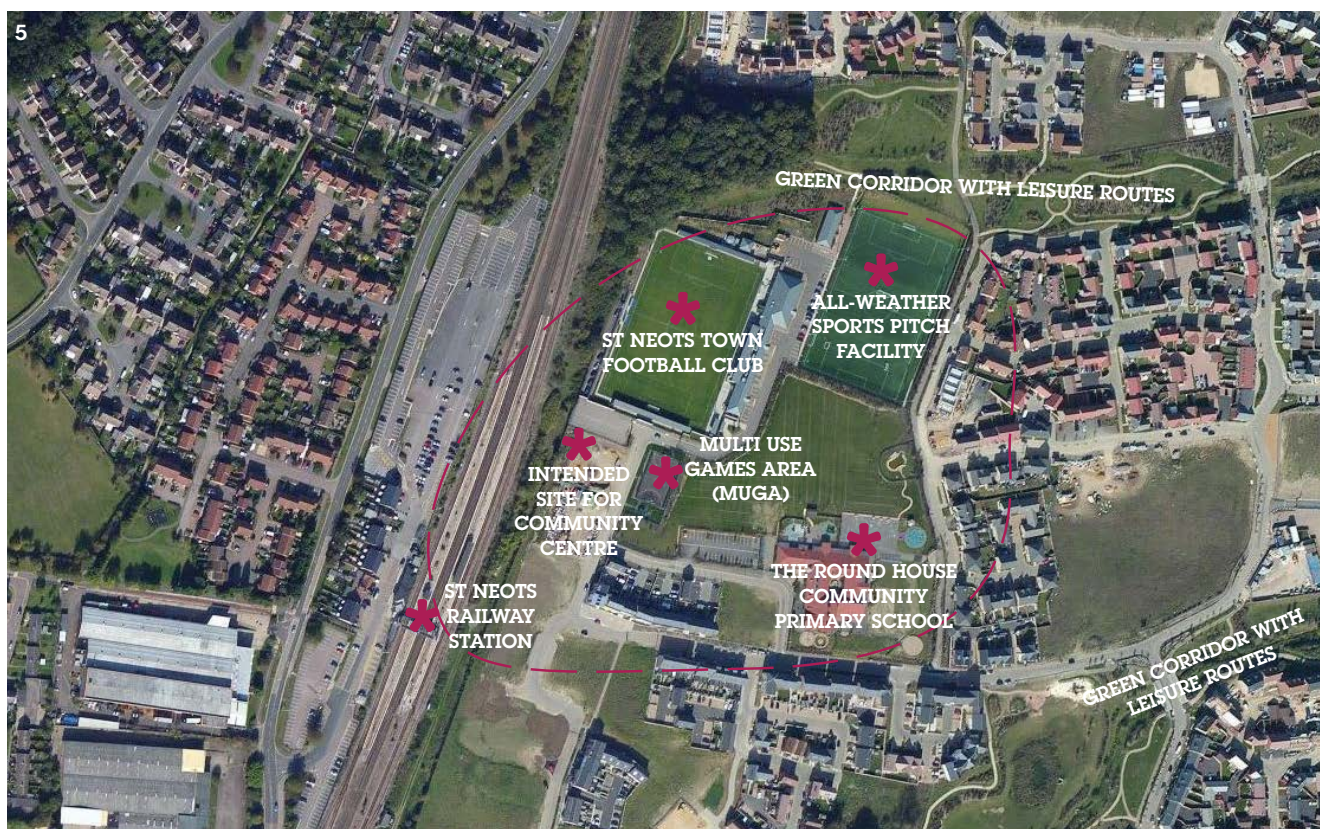
5 Co-location of sports and community facilities at Loves Farm urban extension, St Neots, Cambridgeshire

Portway Lifestyle Centre, Sandwell

This Centre was opened in 2013 and includes sporting facilities such as 3G football pitches, a gym and sports hall, located alongside health facilities. The Centre also accommodates a dance studio, indoor climbing wall and a swimming pool. All of these facilities are located in a single building, successfully marrying health and sports facilities.

The sports facilities have achieved the top level of 'Excellent' from the Inclusive Fitness Initiative. This standard recognises the achievements and commitment of such facilities that enable disabled people to become physically active.

This accreditation reflects the careful design of the building from inception, with extensive local consultation undertaken. Staff are also trained in disability awareness and gym staff are fully trained in providing opportunities for adapted activity to meet all needs.

The Centre has a reference group of 51 partners including those from the voluntary, faith, charity and public sectors. The Sandwell Leisure Trust, a charity organisation associated with the local council, manages the facility. The Sandwell Leisure Trust won the National Health Club Awards for best small chain in both 2013 and 2014, in part due to its exemplary management of the Portway Lifestyle Centre.

Dr Arun Saini, partner at the doctors' surgery inside the Centre, said upon the Centre's opening: "The move to Portway affords us a great opportunity, not only to provide first class health facilities in a state-of-the art building, but also to offer our patients convenient access to facilities that can help them lead a healthier lifestyle. The combination of health and leisure in one building is a major advantage that will have an important impact on the health and wellbeing of local people."[1]

For more information, refer to www.slt-leisure.co.uk/leisure-centre/portway-lifestyle-centre

[1] *Portway Lifestyle Centre Topping Out in Oldbury* (2013), Community Health Partnerships.

5. Network of multifunctional open space

A network of multifunctional open space should be created across all communities to support a range of activities including sport, recreation and play plus other landscape uses including Sustainable Drainage Systems (SuDS), woodland, wildlife habitat and productive landscapes (allotments, orchards). Facilities for sport, recreation and play should be of an appropriate scale and positioned in prominent locations.

Providing multifunctional spaces opens up opportunities for sport and physical activity and has numerous wider benefits.

Networks of open spaces provide the framework for our cities, towns and villages and provide key opportunities for sport and physical activity. Networks include areas not only for formal activity, but also for more everyday informal activity which need not require formal spaces, such as outdoor fitness initiatives and exercise clubs. Networks can also include river, canal and coastal environments, sometimes referred to as 'blue infrastructure'.

Sports facilities should be of an appropriate scale and integrated within this open space network, allowing them to take a prominent position in local communities and to play an important social role.

Open space networks also provide the setting for:

* formal sports pitch provision and play areas;
* informal open spaces to provide space for a range of activities and events and supporting other objectives such as SuDs and habitat creation; and
* integrated networks of walking and cycle routes, with particular attention to linkages between open spaces, key facilities and communities.

Co-locating a mix of sport and recreation activities together provides the opportunity for a number of activity choices to be made at the same location. This can also create sporting hubs, and an opportunity for facilities to share management, creating key sports locations. When this approach is taken, the risk of any potential conflicts between activities should also be considered and be avoided or appropriately managed.

Accessible open space should be promoted across the fabric of cities, towns and villages. In addition to providing space for activities that encourage physical health, green spaces and planting contribute to positive mental health and wellbeing[50] and support other health benefits such as improved air quality.

Providing space for locally grown food can have multiple health benefits, from providing local, organic produce, to the physical activity of managing an allotment and social benefits from the provision of community facilities that draw people together to meet, socialise and work together. This has benefits for people of all ages, genders and cultures and can reduce social isolation.

Key facts

1985 **2015**

21% of children play outdoors compared with **71% of their parents** when they were children[46].

75% of people who are **active in the outdoors**[47] before they were 25 continue to be active after they reach 25. **Of the 25% who stop, 20% return** to doing some sort of outdoor activity[48].

*"Almost **90%** of people taking part in a study by Mind said that doing **physical exercise outdoors in a natural environment** was either **important** or **very important** in how they felt."[49]*

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[46] *Active by Design, Designing Places for Healthy Lives* (2014), Design Council.

[47] Outdoor Activity = any physical activity in a natural environment (Urban, Water, Mountain & Countryside, Snow, Sky) excludes all outdoor pitch sports, exclude active travel, excludes walking the dog, excludes gardening.

[48] *Getting Active Outdoors: a study of Demography, Motivation, Participation and Provision in Outdoor Sport and Recreation in England* (2015), Sport England.

[49] *Public Health and Landscape, Creating Healthy Places* (2013), Landscape Institute.

[50] *Local Action on Health Inequalities: Improving access to green spaces* (2014) Public Health England.

Multifunctional open space implemented at Brooklands, Milton Keynes

Primary School & pitches

Formal open space

Brook & linear park

Playground

Connection to existing settlement

Residential parcel under construction

SuDS

Future development parcel

Walking & cycle routes

Photograph courtesy of Places for People

The master plan for Brooklands (prepared by David Lock Associates on behalf of Places for People): greenspace can provide for a range of drainage, recreation, sport & landscape functions (Brooklands, Milton Keynes).

Pointers to best practice

➜ Open space can facilitate a range of uses, including sports use and active recreation, while also functioning as sustainable urban drainage or productive landscapes (food growing areas, allotments, community orchards etc.).

➜ Multi-use of open space should be encouraged, allowing assets to be fully utilised wherever possible. School sports facilities and playing fields can form important local open space assets, with use in school hours by pupils, and by the wider community in the evenings and weekends.

➜ Sport and recreation facilities should be designed to accord with appropriate best practice (with reference to guidance from Sport England, National Governing Bodies of Sport and other organisations such as Fields in Trust). This includes creating appropriate relationships between play and sport activities and adjacent uses such as residential (e.g. minimising disturbance from noise) and maximise opportunities for natural surveillance. Any potential conflicts of users should be appropriately managed and avoided through good design.

➜ Well designed open space should provide an attractive and accessible setting for development, enhancing the built form whilst providing a high quality resource for people to utilise.

➜ New development should provide appropriate green space, linking in with existing networks, and utilising robust planting appropriate to the character of an area.

➜ Detailed design of open space networks should take account of the range of technical guidance available through organisations such as the Landscape Institute.

➜ Sport England guidance documents provide information on the delivery of formal sporting open space and assessing the local need for these spaces.

1 Leisure routes provide access through green spaces and woodland (Salcey Forest, Northamptonshire)
2 Play, recreation, woodland and leisure routes (Thetford Forest, Suffolk and Norfolk)

Multifunctional open space implemented at Ravenswood, Ipswich

The master plan for the urban extension of Ravenswood (prepared by David Lock Associates on behalf of Bellway Homes) has over the years created a linked network of landscape, recreation, play and SuDS.

6. High quality streets & spaces

Flexible and durable high quality streets and public spaces should be promoted, employing high quality durable materials, street furniture and signage.

Well designed streets and spaces support and sustain a broader variety of users and community activities.

Our streets and public spaces can support a range of civic, cultural and community functions such as markets, public art, open-air performances, sports demonstrations etc. These functions provide an opportunity for people to come together and be active within their community, which is increasingly important in our culture where people can be isolated. Social interaction is proven to have significant health benefits both physically and mentally.

High quality streets and spaces encourage activity: poor quality streets and spaces are much less likely to be utilised to the same degree. Well designed public spaces should be flexible to support a range of 'pop-up' events which encourage participation in sport and physical activity, such as table tennis, mini-football, tennis etc.

Where public space is to be improved or provided account should be taken of its scale, function, layout and design to attract the greatest number and mix of users. This will allow the creation of high quality space that can become a valued community resource and contribute to and create a sense of place. Poorly designed open space can be a focus for crime and anti-social behaviour. It is therefore important to strike a balance to avoid inappropriate activity, whilst at the same time delivering welcoming and attractive, active spaces.

Streets are about more than just vehicular through-routes or highways dominated by vehicular traffic. The health impacts of motorised vehicles are well known, not only their air quality, safety and noise impacts, but the convenience of car use can also affect the relative attraction of walking and cycling. Every effort should be made to prioritise the role of streets as 'places' above their role as movement corridors[51].

The greater the concentration of a mixture of uses (homes with shops, employment, leisure, education etc.) the greater the attraction for pedestrian movements which can be encouraged and promoted. Streets in settlement centres should be designed to prioritise pedestrians and cyclists over vehicles and traffic speeds should be controlled accordingly.

Informal uses of streets (such as children playing in the streets) should also be supported and promoted where appropriate. This informal play has been encouraged in multiple initiatives across the country, such as *Playing Out*[52] and *Street Play*[53].

Streets with higher volumes of vehicular traffic may have poor air quality. Recent evidence shows that intermittent moderate physical activity increases pulmonary function irrespective of high levels of traffic-related air pollution[54].

Key facts
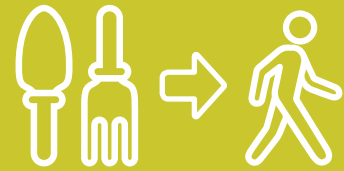
Streets and parks designed to be safer and more attractive were the most common changes people reported would encourage them to walk more[55].

35% of respondents stated that **urban form** and **environment quality** were the **most important Healthy Urban Planning issues** in their city[56].

[51] *For further reference, see Manual for Streets I and II.*
[52] Playing Out – www.playingout.net.
[53] *Street Play*, Play England.
[54] *No 129 Respiratory responses to short-term exposure to traffic related air pollution*, Dr Adrian Davis.
[55] *City Health Check* (2012), Royal Institute of British Architects.
[56] *Urban Planning for Healthy Cities: A Review of the Progress of the European Healthy Cities Programme* (2011), Barton, H & Grant, M.

1 & 2 The redesign of streets can improve access for walking and cycling with shared surface street design, whilst maintaining through-routes for vehicles (Hamilton Road, Felixstowe high street, Suffolk)

3 High quality pubic space can provide space to linger, creating vibrancy (Byng Place, Central London)

4 Widened footpaths create more space for active travel, whilst maintaining vehicle access (Montague Place, Central London)

5 & 6 High quality public squares provide space for civic events and activity for all (Salford Quays, Manchester)

1 Before

2 After

3

4

5

6
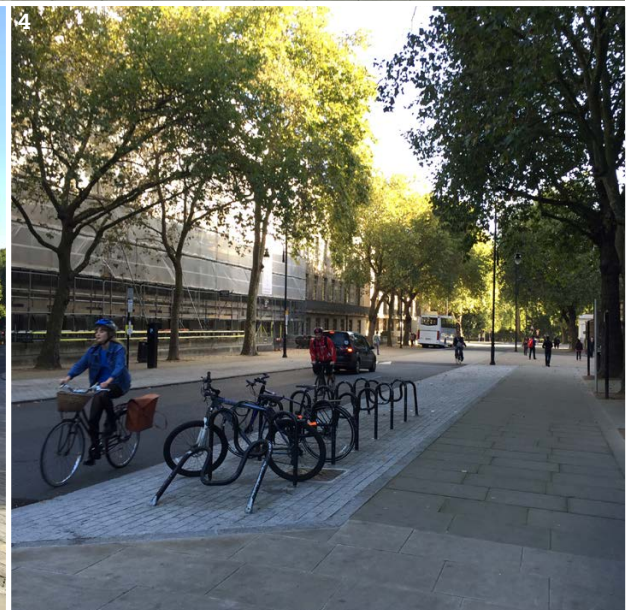
Pointers to best practice

➜ Public space should be designed to be multifunctional, allowing for a multitude of events and activities to take place within a space. Appropriate provision should be made to promote access to, and activity by, all users including providing safe routes for vulnerable pedestrians.

➜ New civic space should be of a scale and proportion to allow for a range of possible functions, and to allow flexibility for changing activity trends and habits.

➜ The design of streets is often best achieved through simple designs, informed by community and stakeholder consultation and taking account of the place and movement roles of the street. The greater the clarity of the design the easier it can be maintained and it will be more flexible. Street furniture should be carefully sited to avoid clutter and obstruction and care taken to appropriately manage level changes.

➜ All streets and spaces should employ good urban design practice in the use of high quality and durable materials.

Community Street Design, Sustrans

Streets and spaces can also be improved on a smaller scale as demonstrated by initiatives such as Sustrans Community Street Design[1]. Community Street Design projects provide an opportunity for local people to get involved in reconsidering how local streets can be changed to improve the experience of the street for everyone.

Street space can be gained back by reducing the dominance of cars on the street scene, small interventions can gain valuable space for activity including walking, cycling and community interaction. Small scale interventions can be tested using temporary installations such as 'Street Kit' – a flexible, modular street design tool that has been trialled in Bristol in an approach pioneered by Sustrans, see images to the right.

A key benefit of Community Street Design projects is the ability to test and trial different ideas. If successful the ideas can be transferred into more detailed designs for public realm improvement schemes.

Photos courtesy of Fin McNab

[1] *Community Street Design*, Sustrans

Healthy Streets, Transport for London

The principle of creating high quality streets and spaces, with a particular focus on improving health outcomes is promoted in the Transport for London (TfL) Healthy Streets approach. The concept of delivering Healthy Streets using the 'whole street' methodology is introduced in TfL's health policy document Improving the Health of Londoners: Transport Action Plan[1]:

"…streets provide the opportunity for millions of people to stay active, to interact with others and to access employment, education, leisure and green spaces. The health benefits delivered by London's streets go far beyond the physical activity that people get walking and cycling in the city, although this is the biggest health benefit and the one with the greatest potential for health improvements in the future.

There are many other benefits including cleaner air, less noise, more connected neighbourhoods, less stress and fear and reduced road traffic injuries. These issues are all connected, and to deliver the biggest benefits which come from more walking and cycling we need to ensure our streets are inviting. This means tackling some of the barriers of poor air quality, noise, stress, fear and danger.

A 'whole-street' approach is needed to make streets better for health. Many streets in London have one or more characteristics which make them good for health and attractive places to walk and cycle. However it often takes multiple positive characteristics to encourage people out on to the street and to choose to walk and cycle."

The whole street approach identifies ten indicators of a healthy street (see Healthy Streets diagram, below) that can be used to assess existing streets to analyse where improvements can be made, and to inform design proposals by highlighting specific indicators that may benefit from interventions.

The Healthy Streets approach has been developed into an on-street survey with Londoners to gauge their experience of the health aspects of streets. The methodology and results of the survey are documented in Section 9.3 of the TfL report Travel in London 7[2] providing an evidence base to support the Healthy Street indicators (consistent with the approach to monitoring and evaluation advocated at Active Design Principle 9).
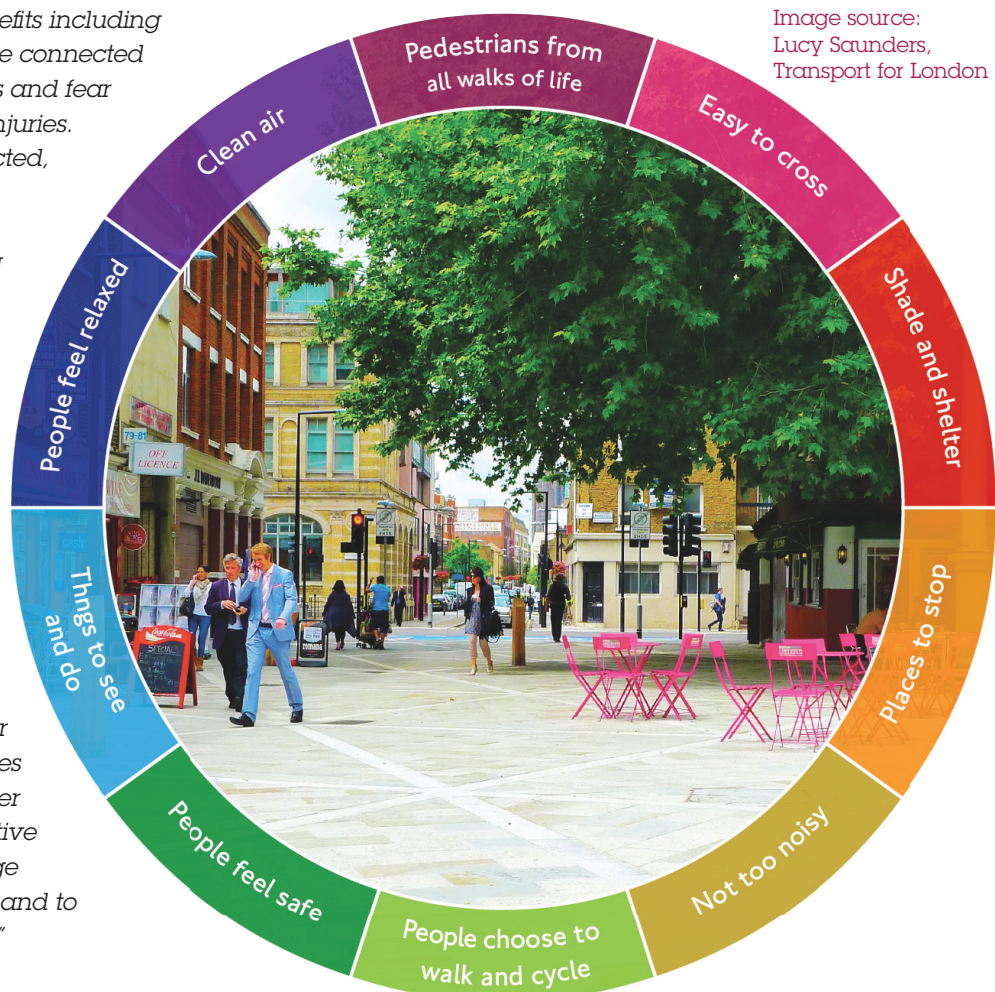
Image source:
Lucy Saunders,
Transport for London

[1] Improving the Health of Londoners, Transport Action plan (2014), Mayor of London & Transport for London.
[2] Travel in London, Report 7 (2014), Mayor of London & Transport for London.

7. Appropriate infrastructure

Supporting infrastructure to enable sport and physical activity to take place should be provided across all contexts including workplaces, sports facilities and public space, to facilitate all forms of activity.

Providing and facilitating access to facilities and other infrastructure to enable all members of society to take part in sport and physical activity.

In addition to making positive decisions for Active Design at the broader level (for instance the location of facilities as part of comprehensive networks of multifunctional open space) it is important to appropriately address detailed design matters which can make a big difference to people's ability to make active lifestyle choices. This is important not only in new developments or new builds, but also in the existing built fabric, making the best of possible opportunities within existing building and infrastructure networks.

Supporting infrastructure such as public conveniences, drinking fountains, cycle, mobility scooter and pushchair storage, changing rooms, quality of seating, Wi-Fi access, shelter and showers are all elements that can influence physical activity choices and should be provided where appropriate to meet the needs of a range of potential users. Cafés and other local retail amenities can also encourage people to utilise spaces, linking back to the theme of co-location (Active Design Principle 4).

People may be attracted by free Wi-Fi or the presence of specific facilities (skate board equipment, play equipment, secure cycle parking). Opportunities to hire specialist activity equipment such as mobility scooters should also be supported where possible.

Users, including older people, may be attracted to use an area or a facility by the availability of seating or ready access to public conveniences, in addition to other design measures to create an attractive, safe and welcoming environment[57].

Changing rooms and showers at journey destinations or workplaces can play a key role in increasing the potential for active travel, or sport and physical activity around the working day.

Dog walking provides physical activity to many members across a community and can be supported by appropriate infrastructure.

Key facts
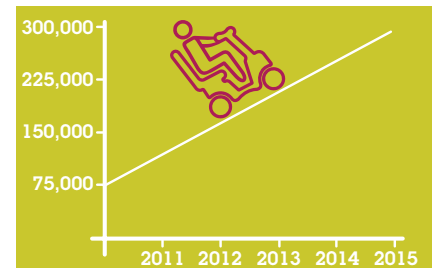
DfT estimates there are **250,000 to 300,000 mobility scooters** on the road across the UK, four times the total five years ago[58]
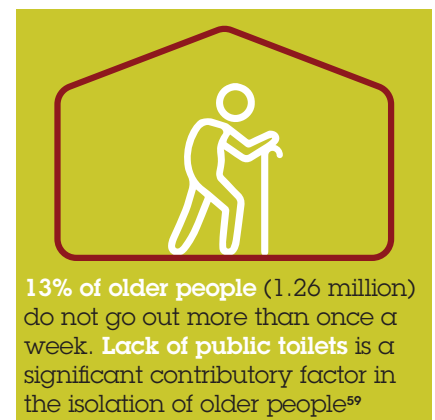
13% of older people (1.26 million) do not go out more than once a week. **Lack of public toilets** is a significant contributory factor in the isolation of older people[59]

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[57] *Ageing: The Silver Linings, The opportunities and challenges of an ageing society for local governments* (2015), The Local Government Association, pages 26–29.

[58] *Ageing: The Silver Linings, The opportunities and challenges of an ageing society for local governments* (2015), The Local Government Association, page 30.

[59] *Ageing: The Silver Linings, The opportunities and challenges of an ageing society for local governments* (2015), The Local Government Association, page 27.

1 & 2 Prominent signage can be informative, showing walkable distances. This sign style is used throughout Sheffield City Centre to create a wayfinding system

3 Trim-trail fitness equipment can be incorporated into the design of parks and public open spaces (Queen Elizabeth Olympic Park, London)

4 Public conveniences can be attractive in their own right and provide facilities for all (Minehead, Somerset)

5 Bike hire stations can facilitate activity when linked to networks of open space and paths. Co-locating other supporting infrastructure such as seating, cafés and public conveniences can encourage use of these facilities (Thetford Forest, Suffolk & Norfolk)

6 Cafés can provide destinations, incorporating supporting facilities such as cycle parking, seating and connections to walking and cycling leisure routes (Wells-next-the-Sea, Norfolk)
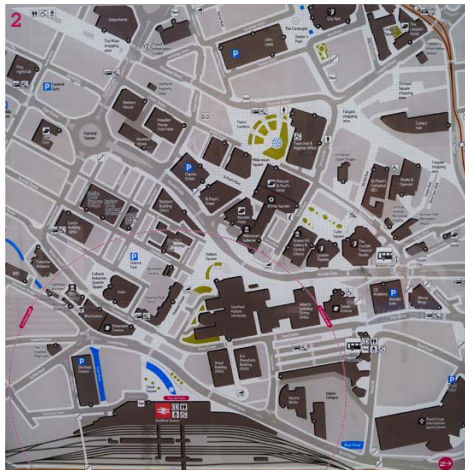
Pointers to best practice

- **Public conveniences:** provision of public toilets and changing facilities is important for all, especially people with young children, older people and disabled people. Adequate provision can support people to get out and enjoy more active lifestyles. More public conveniences are required in almost all cities, towns and villages both in settlement centres, and also in support of other facilities, for instance to support sports pitches. In key locations facilities should be provided to support all users including accessible toilets for disabled users[58].

- **Drinking fountains:** opportunities for public water fountains should be integrated into the design of new public spaces and buildings such as schools, early childcare centres, cafés and leisure centres providing for all users.

- **Accessible seating:** regular opportunities for people to stop and sit should be provided. This encourages people to linger in an area, whilst supporting elderly and disabled users to undertake journeys.

- **Cycle storage:** safe and secure cycle parking is required for all types of cycles including adapted cycles and trikes. This should be adjacent to the entrance of all public buildings (being mindful not to be an obstruction to other users) and should also be provided at all places of work. To encourage cycling to school, appropriate provision should be made at schools, with cycle parking given prominent location in school grounds and additional cycle parking for parents and carers too who may accompany their children on bikes. New homes should also include adequate space for cycle storage.

- **Wi-Fi:** fast, reliable access to the internet is an increasing expectation and its availability is one factor that may encourage people to use a facility or space for sport and physical activity, particularly in relation to people's use of sport and fitness related apps when undertaking activity. It also provides opportunities to monitor and further encourage activity through applications and technology such as activity trackers.

- **Pushchair storage:** providing space for pushchairs and prams to be stored is important when encouraging families and parents with young children to utilise a space. This should be considered if these are the desired users of an area.

- **Mobility scooter and wheelchair storage:** providing secure and convenient storage and charging points for scooters and wheelchairs is important to encourage disabled people, young and old, to use the space. This should be considered for all spaces.

- **Showers:** availability of high quality and well maintained showers, lockers and changing rooms at workplaces can encourage active travel and sport and physical activity during lunch periods.

- **Signage:** inclusive signage should be utilised across areas. This should be coupled with a strong wayfinding scheme which will enable users to navigate the public realm and private spaces easily and safely without dependency on the signage.

- **Dog parks, spending areas & waste bins:** dog waste bins, drinking water for dogs and, where required, dedicated space for dogs to be let off the lead should be provided to prevent conflict with other open space users. Spending areas[61] should also be provided for assistance dogs.

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[60] Standard Accessible Toilets do not meet the needs of all people with a disability. The Changing Places Consortium is calling for specially equipped Changing places to be installed in all public places. See www.changing-places.org for further guidance on the design standards required to achieve the Changing Places standard.

[61] *Guidance on the provision of spending facilities for guide dogs and other assistance dogs* (2015), Guide Dogs.

Queen Elizabeth Olympic Park, East London

Queen Elizabeth Olympic Park, site of the London 2012 Olympics in east London is designed with a comprehensive and inclusive wayfinding strategy, with signage and information boards throughout the site, supported by a comprehensive information resource online at queenelizabetholympicpark.co.uk. The open space framework integrates existing landscape features (such as the river) with new ecological features that encourage biodiversity and provide an attractive environment.

The park was designed to encourage access from all age groups and abilities, with generous leisure routes providing an attractive environment for able-bodied and disabled people alike, informed by Inclusive Design Standards[1] and steered by a Built Environment Access Panel. These Design Standards include advice on ramps, seating layouts and surfaces as well as detailed advice on public buildings, including venues.

Many of the venues used for the 2012 Olympics continue as public facilities today, all located within walking and cycling distance of both the existing neighbouring London communities and transport hubs at Stratford, and the emerging new build residential areas within the boundaries of the park.

[1] *Inclusive Design Standards* (2013), London Legacy Development Corporation & *Inclusive Design Strategy* (2013), London Legacy Development Corporation

8. Active buildings

The internal and external layout, design and use of buildings should promote opportunities for physical activity.

Providing opportunities for activity inside and around buildings.

The design of buildings and their immediate external space can help to support and encourage active lifestyles. For example, the orientation, design and layout of a building can promote active and well used frontages and entrances. Where possible, methods should be sought to promote physical activity as part of daily routines, particularly in the workplace.
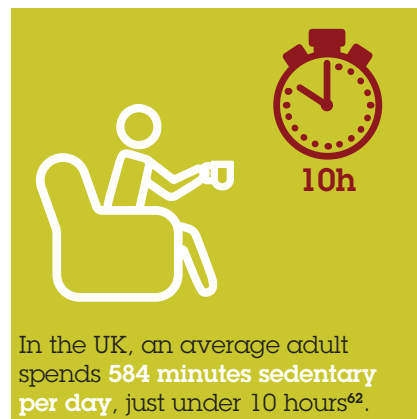
Building layouts can also accommodate informal spaces that lend themselves to a variety of permanent and/or temporary sport and physical activity-related opportunities, such as table tennis, in appropriate internal or external communal areas.

The detailed internal layout can promote the use of stairs by making them prominent, easy to access and attractive to use. Active travel can be supported by providing appropriate and secure cycle parking, lockers, showers and changing rooms. Pushchair parking can also be provided in appropriate facilities to encourage active travel.

New homes should likewise include appropriate and secure cycle parking, and linkages to foot and cycle path networks.

Active buildings can also help address sedentary behaviour – a related but distinct issue to increasing physical activity. For instance work places that encourage circulation and have sit-stand desks can reduce sedentary behaviour.

Key facts

In the UK, an average adult spends **584 minutes sedentary per day**, just under 10 hours[62].

Stairs located **within 7.5m of an entrance** and encountered before elevator are more likely to be used[63]

<7.5m

1 Prominent staircases accompanied by alternative step-free access can be an architectural feature which can enhance both building design and activity levels (The Copper Box, Queen Elizabeth Park, London)
2 Opportunities for activity can be integrated into new and existing buildings (Sport England Office, London)
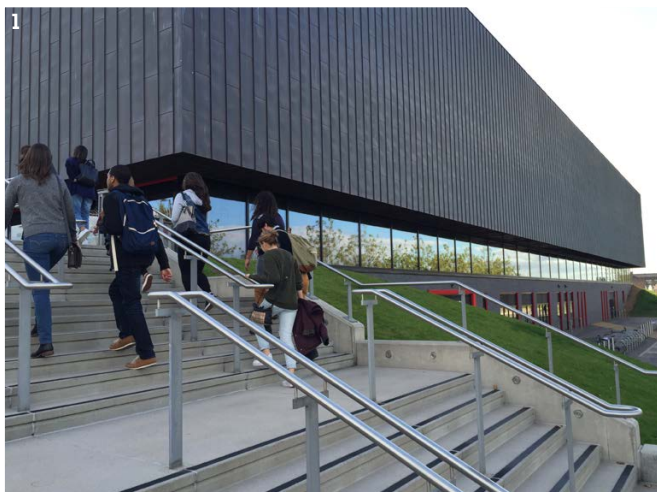
62 *Physical Activity Statistics* (2012), British Heart Foundation.
63 Nicoll G (2007). *Spatial measures associated with stair use.* American Journal of Health Promotion.
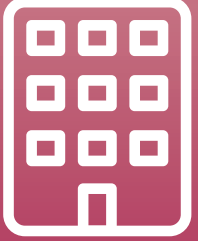
3 Attractive cycle parking integrated with building design; covered parking protects bikes and active frontages of adjacent buildings provide overlooking and enhance security (Malmo, Sweden)

4 Staircases can provide a prominent and attractive Active Design feature (Incubator building, Alconbury Weald, Huntingdonshire)

5 Office building with integrated bicycle access ramp (King's Cross, London)

6 Standing desks can help to reduce sedentary behaviour in the workplace
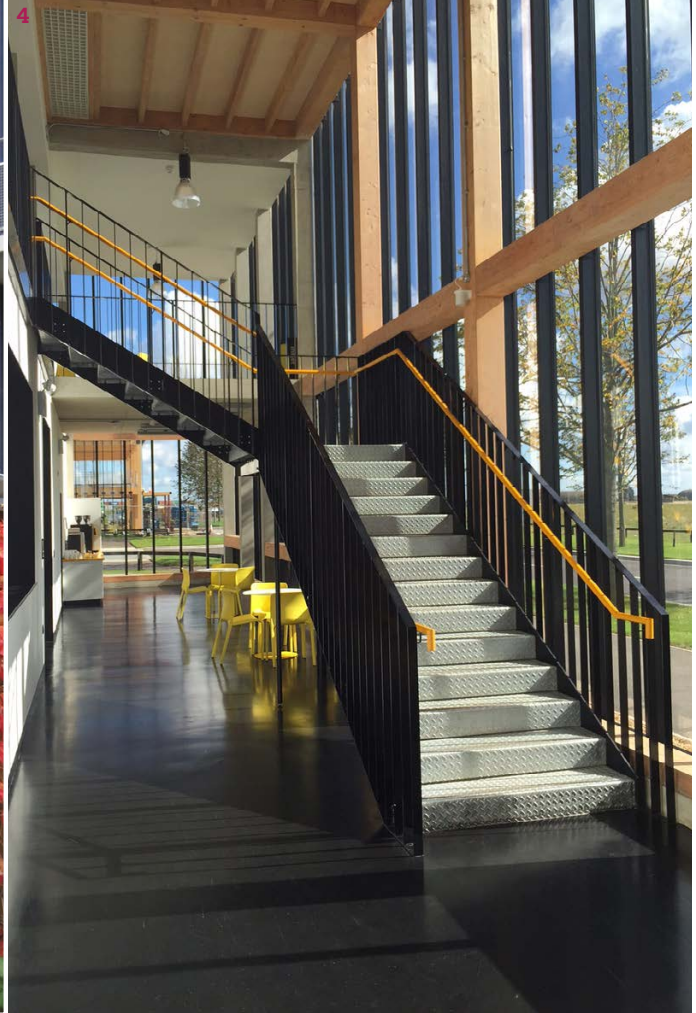
Pointers to best practice

- → Ensure that buildings are connected to surrounding walking and cycling routes, with direct access by these modes prioritised over access by vehicular modes.

- → Promote the use of stairs (over the lift) utilising signage and creating spacious and clean stairwells that are welcoming with colour, art and lighting. This should be balanced with the need to ensure elevators are easily accessible for those who cannot use the stairs.

- → Explore methods to promote natural physical activity in the workplace, such as using sit-stand desks.

- → Consider the potential to incorporate innovative design features within buildings which encourage activity, for instance the use of feature staircases, cycle access ramps[64] or other architectural features.

- → Integrate sports facilities in larger buildings (for instance an atrium, small outdoor spaces or courtyards) that could accommodate low-key sports or recreational activity which are accessible for all, such as table tennis.

- → Include appropriate facilities for cyclists in building design, including easily accessible bicycle storage that is secure and preferably at the front of plot.

- → Provide pushchair parking where appropriate to encourage walking by parent and child.

- → Design buildings to provide appropriate amounts of internal space for rooms along with circulation and external space[65].

- → Include appropriate facilities for cyclists in places of work including:
  - → Safe and secure cycle storage for workers;
  - → Safe and secure cycle parking for visitors, as close as possible to the main entrance;
  - → Showers;
  - → Lockers and changing facilities; and
  - → Drying areas for wet clothes.

- → Inclusion of appropriate facilities for wheelchair users in places of work including access to:
  - → Safe and secure storage for scooters and wheelchairs;
  - → Charging facilities; and
  - → Appropriate and accessible lockers and drying areas.

- → Methods to reduce sedentary behaviour for children in childcare settings, schools and colleges should be explored such as creating modern learning environments or using sit-stand desks.

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[64] *'Cycle-in office' with ramp unveiled* (2015), BBC.

[65] Reference should be made to both national and local standards (such as *Building Regulations Part M – Access to and use of buildings* (HM Government) and best practice (such as *The Case for Space – The size of England's new homes* (2011), Royal Institute of British Architects).
The Department for Communities and Local Government (DCLG) has published the *Technical housing standards – nationally described space standard* (2015), these standards apply to England and replace the existing different space standards used by local authorities. It is not a building regulation and remains solely within the planning system as a new form of technical planning standard.
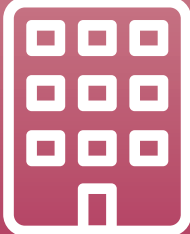
Get Britain Standing – On Your Feet Britain

Get Britain Standing is a campaign to increase awareness and education of the dangers of sedentary working and prolonged sitting time and to promote regular minor movement whilst at work. Get Britain Standing is a campaign owned by Active Working Community Interest Company and supported by a range of other partners.

On Your Feet Britain is a national workplace challenge to encourage employees to sit less and move more. Taking place on a single day participants seek to reduce their sitting time, and also to raise money for charity partners, most recently the British Heart Foundation.

10 ways to sit less at work

on your **feet Britain** 2015

Take the Stairs instead of the lift

2 Take **Regular breaks** from sitting by standing up every 30 minutes

1

3 **Stand-up** or **pace** whilst on the phone

4

Move your rubbish **Bin Away** from your desk

5 **Walk Over** to speak to co-workers **instead** of emailing them

Limit Screen Time to stay active

7 **Drink** lots of **water** for frequent toilet trips

8

6 Try a **Sit-stand** desk

10 **Hold** a **Standing** meeting

9 **Take** a **Walking** meeting

Stand up. Sit less. Move more. #sitless

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For more info:
www.onyourfeet.org.uk
@getGBstanding
onyourfeet-Britain

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Organiser Get Britain Standing.org

Official Charity Partner British Heart Foundation

Image courtesy of On Your Feet Britain, www.getbritainstanding.org

9. Management, maintenance, monitoring & evaluation

The management, long-term maintenance and viability of sports facilities and public spaces should be considered in their design. Monitoring and evaluation should be used to assess the success of Active Design initiatives and to inform future directions to maximise activity outcomes from design interventions.

A high standard of management, maintenance, monitoring and evaluation is essential to ensure the long-term desired functionality of all spaces.

People are more likely to be attracted to participate in sport and physical activity if the spaces and facilities they use are attractive to them and offer them a safe and enjoyable experience. The quality of management and maintenance of public spaces and facilities is key to providing this experience but also projecting an attractive image of the activity.

All spaces and sports facilities should be well-maintained and kept in a state which will maintain their attractiveness over the long term. The management of public spaces, sports facilities and supporting infrastructure should be monitored to make sure that the spaces and facilities function effectively and can adapt as required.

Proposals for new facilities or spaces should consider the long-term maintenance arrangements and should identify funding streams to provide viable long-term management arrangements.

As well as practical maintenance, it is important to promote affinity between spaces and facilities and the local community. As well as engaging residents in the design of spaces and facilities. Communities should be involved in the ongoing management of facilities to promote a sense of ownership.

Monitoring of Active Design initiatives is a vital ingredient in formulating an evidence base in support of local interventions. Evaluation of schemes is important to assess the effectiveness of Active Design interventions and initiatives. Such evidence can play a valuable role in underpinning the formulation and application of planning policy.

Monitoring and evaluation can also:

- Support the case for future funding applications
- Celebrate success and share good practice and lessons learnt
- Assist the evolution and management of existing interventions and initiatives
- Crystallise public and political support for Active Design initiatives.
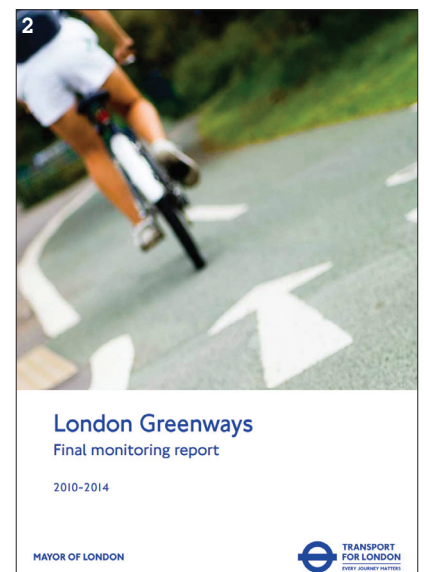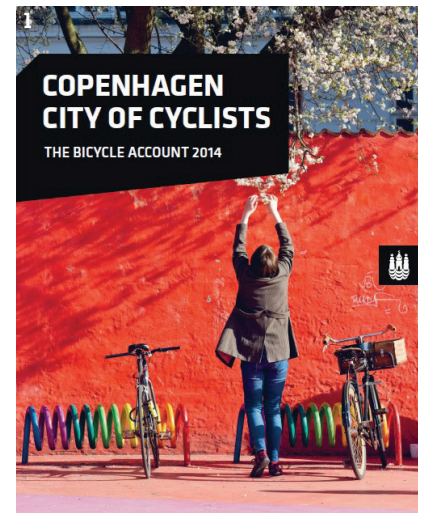
1 The Copenhagen Bicycle Account[66] has been a successful monitoring and evaluation scheme which identified infrastructure needs that support increased cycling rates in the city

2 London's Greenways have been monitored[67] to assess their impact, value and transferability to other contexts

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[66] *Copenhagen Bicycle Account 2014*, Cycling Embassy of Denmark.
[67] *London Greenways Final Monitoring Report 2010–2014*, Transport for London.

Pointers to best practice

➔ Management and maintenance shall be considered from an early stage of planning for sports facilities and public spaces.

➔ Long-term management regimes are required for all public spaces and sports facilities to ensure that they are maintained to a high standard, protect initial investment, encourage continued use and can adapt to meet changing needs. Regular staff training is an essential part of maintaining a well-run facility.

➔ Alternatives to local authority management of public realm, streets, spaces and formal open space need to be considered. These might include sports clubs managing new playing fields, or master developers (town builders) taking responsibility for public open space and related facilities, either as part of their own management regime or with the support of other management entities. Further information can be found in the Sport England Asset Transfer guidance[68].

➔ A strong focus is required on maintenance and upkeep of sports facilities across their lifetime to maximise their use.

➔ Collaboration between all relevant stakeholders and the local community is crucial to ensure the successful long-term management and maintenance of facilities. Key stakeholders include the various departments within Local Authorities including Planning, Landscape Architecture, Transport/Highways and Environmental Health.

➔ Thorough consultation should be undertaken with local residents when planning developments and facilities. This will give insight into community needs and aspirations, but also provide an opportunity for residents to 'take ownership' of a scheme from the very beginning, encouraging their use of a facility and civic pride[69].

➔ Facilities and public spaces should be designed to be functional operationally, attractive and easily maintained and managed. Robust and durable materials will help this, as will locating facilities in locations with good natural surveillance to improve security.

➔ The management of facilities should target the broadest possible range of users, with particular emphasis on disadvantaged groups. Opening hours should be tailored to this range of users. In particular, the broader use of school sports facilities by local communities outside of school hours offers significant opportunities for expanding access to sports and physical activity[70].

➔ A number of recognised tools exist to assess the economic costs and benefits of interventions aimed at increasing physical activity to help support the case for investment, such as the World Health Organisation's Health Economic Assessment Tool.

➔ Sport England promotes a series of technical guidance notes for the design and layout of affordable sports facilities.

➔ Establishing programmes of monitoring and evaluation can help to measure the success of an initiative, new facility or development in terms of the health benefits longer term. Monitoring and evaluating Active Design initiatives can be embedded into planning monitoring activity to measure the impacts of new developments at the scale of building, space, street or place. Examples of monitoring include the UK Bicycle Account[71], which sets out a valuable long-term framework for monitoring capital and revenue investment, based on a proven Copenhagen style model.

➔ Temporary events or uses of space can be a useful tool to raise awareness and promote physical activity.

[68] *Asset Transfer Guidance* which includes *The Community Sport Asset Transfer Toolkit*, both by Sport England.

[69] The suggested approach to consultation is often set out in a Local Planning Authority's Statement of Community Involvement.

[70] *Can schools generate an income from community use?* (2015), Sport England.

[71] *Copenhagen style celebration of bike life comes to UK* (2014), Sustrans.

10. Activity promotion & local champions

Promoting the importance of participation in sport and physical activity as a means of improving health and wellbeing should be supported. Health promotion measures and local champions should be supported to inspire participation in sport and physical activity across neighbourhoods, workplaces and facilities.

Physical measures need to be matched by community and stakeholder ambition, leadership and engagement.

Successful promotion of sport and physical activity as a means of improving health and wellbeing is often as a result of the leadership and ambition of local champions, be they individuals or organisations. Sport and physical activity promotion measures, along with local champions, should be supported to communicate the benefits of participation in sport and physical activity across all settings including neighbourhoods, workplaces and facilities.

Stakeholders include local communities, councillors and businesses whilst also including wider groups such as Local Economic Partnerships and Health and Wellbeing Boards. It is essential that 'buy-in' to the promotion of sport and physical activity is achieved at both a local and a strategic level, to form strong partnerships within and between organisations, to sustain activity and resources (both money and time), to create long-term benefits and embed them within local policies.

Promoting increased participation in sport and physical activity requires an ongoing social change in attitudes. Sport is a fun and rewarding experience in its own right and promoting awareness of the benefits of participation is as essential as the provision of physical infrastructure. Socialising is at the heart of a community and many clubs and facilities only exist and prosper due to the efforts of local champions and volunteers.

Everybody Active Every Day highlights the need to activate networks of expertise to promote the benefits of physical activity through professionals and volunteers who work directly with the public every day[72].

Technology and social media can provide an easy, effective and highly accessible method for the dissemination of information. Innovative and effective methods of utilising technology to encourage activity in local spaces should be explored. This applies not just to the promotion of active places, but also to the monitoring of personal performance. For example, a number of apps are now creating virtual networks of runners, cyclists or other sports people and sharing and analysing data.

Key facts

2 million

£2.7 billion

Nearly **two million adults** in England contribute at least one hour a week to volunteering in sport. It would cost an estimated **£2.7 billion a year** to employ people to carry out this work[73].

"2 miles"

Underactive adults aged 50 years and older who received daily and weekly **feedback through their mobile devices** increased their moderate to vigorous physical activity by **177.7 minutes per week**[74].

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[72] *Everybody Active Every Day* (2014), Public Health England.

[73] *Sport and recreation in the UK – facts and figures* (2014), Sport and Recreation Alliance.

[74] AC King, DK Ahn, BM Oliveira, AA Atienxa, CM Castro and CD Gardner (2008). *Promoting physical activity through hand-held computer technology.*

1 Innovative campaigns can illustrate new opportunities for activity and encourage new participants
(Soccercise, Sport England and The Football Association)
2 The commitment of local champions, coaches and volunteers is key to promoting activity
3 Local, national and international sporting events can inspire activity across a variety of contexts
(Campbell Park, Milton Keynes)
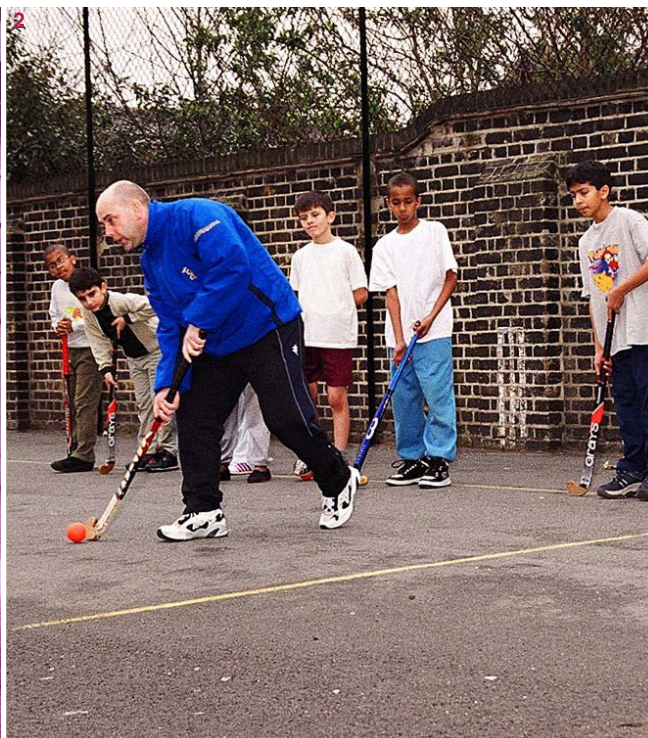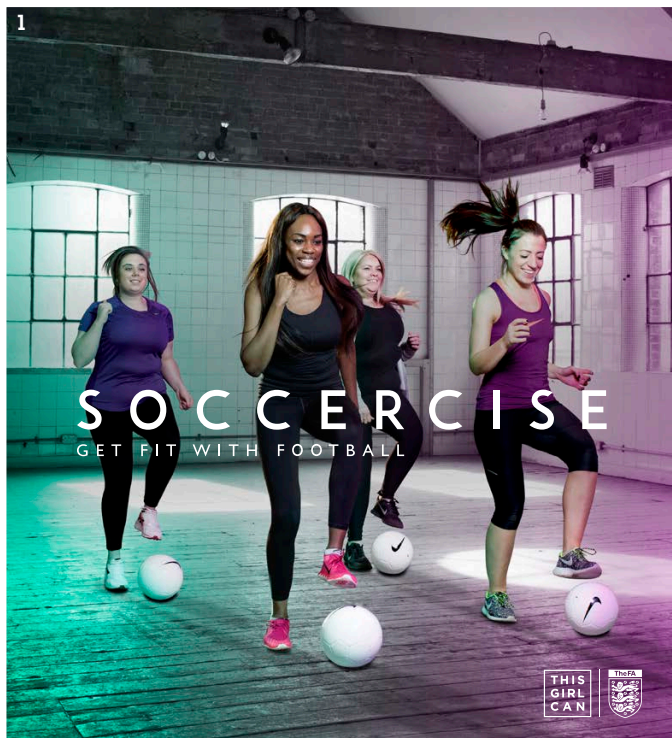
Pointers to best practice

➔ Local authorities and relevant partners should prioritise the promotion of sport and physical activity across all of their activities, functions and policies.

➔ Facility managers should encourage wide and varied use of public spaces and places, and establish a broad programme of events to engage the local community and visitors.

➔ Local communities should be provided with information explaining the sport and physical activity offer in their neighbourhood and the health benefits.

➔ Social media, new technologies and the internet should be used to promote facilities, to attract users and create collaborative, competitive communities.

➔ Volunteers and local champions should be recognised, supported and encouraged within local clubs, organisations and the wider community.

➔ Mobile phone applications such as Strava and FitBit which track activity rates can be a useful tool to encourage activity through the sharing of routes and setting of aspirational targets.

➔ Temporary events can provide opportunities to promote specific sports or activities and to demonstrate the wider possibilities to promoted physical activity.

Motivate East

This is a partnership made up of multiple organisations, including Sport England and the London Legacy Development Corporation, which seeks to promote disability sporting opportunities in London Boroughs in and around the Queen Elizabeth Olympic Park. The partnership has introduced:

- **Paralympic Legacy Agents Programme:** Comprising of a local volunteering programme in tandem with the social media/web campaign. These Paralympic Legacy Agents will raise the profile of opportunities in the area and make sure a diverse range of disabled people make the most of the projects in the locality.

- **Multi-sport participation events and the provision of new equipment:** Offering many opportunities for disabled people to try and take part in sport and physical exercise.

- **A programme development project:** Designed to make sport and physical activity opportunities in the six boroughs more inclusive and accessible for disabled people.

- **Paralympic Anniversary Festival:** A community event taking part in Queen Elizabeth Olympic Park, celebrating the Paralympics and encouraging disabled people to try out sport and physical activity.

More information can be found at www.motivateeast.co.uk.

This Girl Can – Sport England campaign

This Girl Can is a national campaign which aims to empower and encourage more women and girls to get active, regardless of shape, size and ability.

Research carried out by Sport England reveals that by every measure, fewer women than men play sport regularly – two million fewer 14–40 year olds in total. Despite this, 75% say they want to be more active. In some other European countries, this disparity doesn't exist. Further research into what's stopping women turning their ambitions into reality found that a fear of judgement – on appearance, ability or how they choose to spend time on themselves – puts women of all ages off exercising.

Sport England responded by creating the This Girl Can campaign. It seeks to tell the real story of women who play sport by avoiding idealised and stylised images of women. Around 13 million people have now viewed the flagship This Girl Can film online. "Sweating like a pig, feeling like a fox" and "I kick balls, deal with it" are among the hard-hitting lines used in the campaign to prompt a change in attitudes towards women's activity.

For more information, refer to www.thisgirlcan.co.uk.
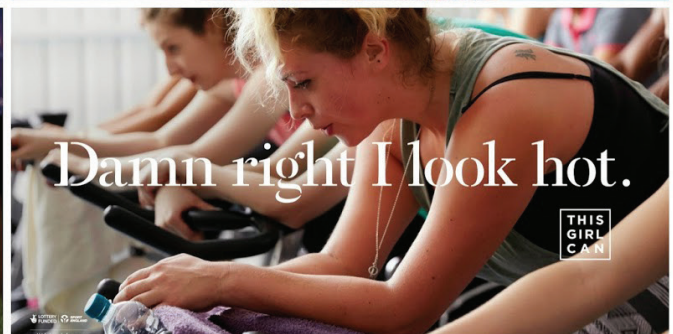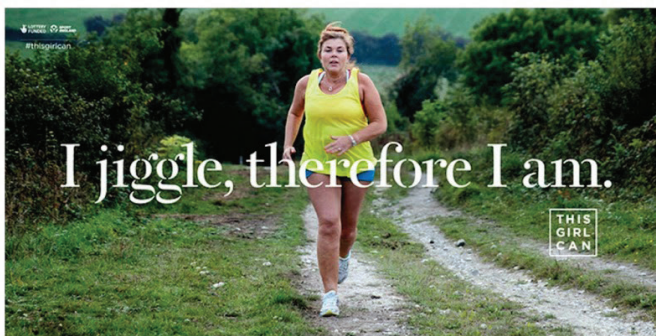
3. How to use Active Design

The creation of healthy places requires the collaborative input of many different partners through many disciplines including planning, design, transport and health, along with developers working with local communities.

How planners, transport planners and Neighbourhood Plan-making bodies can use Active Design

Active Design should be promoted through all planning activity, including Local Plans and Neighbourhood Plans, using clear policy support within the National Planning Policy Framework (NPPF) and its supporting Planning Practice Guidance. Indeed, the original 2007 guidance has been referenced in Local Plans which have been found sound by the Planning Inspectorate, including Lichfield District Council's Local Plan Strategy 2008–2029[75]. Active Design can play a key role in the plan-making and decision taking process.

Many Active Design Principles are already implicit within overlapping disciplines related to open space and landscape, transport, access and design.

1. Plan-making

Working with local communities and stakeholders, Active Design can be explicitly promoted through Local Plans and Neighbourhood Plans and has an important role to play in plan-making activity, in creating sound local and neighbourhood policies:

- **Developing the evidence base** – Active Design reflects national planning policy and can form part of the evidence base for plan-making activity. Planners can use Active Design to inform discussions with local communities, public health leads and health organisations, landscape professionals and with transport professionals to identify local policy priorities, local health and transport programmes and to build a proportionate evidence base. Active Design can also inform and complement other elements of the evidence base such as the assessment of needs and opportunities for sporting provision, Walking and Cycling Strategies etc.

- **Developing planning policy** – Active Design can be used to help meet the requirements of the NPPF including the production of positively prepared, justified and effective local planning policies. Incorporating Active Design Principles within planning policy can assist Local and Neighbourhood Plans in contributing positively to the promotion of healthy communities and the requirement for good design, two key planning priorities of the National Planning Policy Framework (NPPF).

Effective Local Plans should include strong objectives for the development of healthy communities and good design which reflect the needs of the local area. To aid the implementation of these objectives the Active Design Principles can be promoted within Local and Neighbourhood Plans in a number of ways, including:

1. The use of an Active Design related policy in its own right (see the model policy on following page);

2. Reference to adhering to the Active Design Principles, in line with the model policy text, within:

   - wider planning policies promoting healthy lifestyles and high quality urban design;

   - policies which present the requirements for specific housing allocations;

   - relevant Supplementary Planning Documents (e.g. development briefs or area action plans which will guide the development of specific sites or wider areas).

- **Informing the approach to the Community Infrastructure Levy** – Active Design can assist in identifying the scope of infrastructure that might be supported by the Community Infrastructure Levy and therefore identified in the Regulation 123 list[76].

- **Monitoring and evaluating planning policy** – Active Design can inform the identification of appropriate indicators relating to sport and physical activity to monitor relevant planning policies.

Active Design can also be used to support the case for funding for local investment to Local Enterprise Partnerships and other organisations through the economic benefits of increased physical activity promoted by Active Design.

Active Design:
Model policy for Local and Neighbourhood Plans

The design and masterplanning of development proposals will embrace the role they can play in supporting healthy lifestyles by facilitating participation in sport and physical activity. To do so they will, as far as is relevant to the specific development proposal, adhere to the following Active Design Principles:

- **Activity for all**
  Enabling those who want to be physically active whilst encouraging those who are inactive to become active.

- **Walkable communities**
  Creating the conditions for active travel between all locations.

- **Connected walking, running and cycling routes**
  Prioritising active travel through safe integrated walking, running and cycling routes.

- **Co-location of community facilities**
  Creating multiple reasons to visit a destination and minimising the number and length of trips and increasing the awareness and convenience of opportunities to participate in sport and physical activity opportunities.

- **Network of multifunctional open space**
  Providing multifunctional spaces opens up opportunities for sport and physical activity and has numerous wider benefits.

- **High quality streets and spaces**
  Well designed streets and spaces support and sustain a broader variety of users and community activities.

- **Appropriate infrastructure**
  Providing and facilitating access to facilities and other infrastructure to enable all members of society to take part in sport and physical activity.

- **Active buildings**
  Providing opportunities for activity inside and around buildings, rather than just between buildings.

- **Management and maintenance**
  A high standard of maintenance is essential to ensure the long-term attractiveness of sports facilities along with open and public spaces.

Active Design, developed by Sport England and supported by Pubic Health England, provides a set of principles for creating the right conditions within existing and proposed development for individuals to be able to lead active and healthy lifestyles. It focuses on those ingredients of cities, towns and villages that offer individuals the opportunity to be active. The planning system as a whole, including individual development proposals, has a key role to play in creating such opportunities. Planning applications will therefore be assessed against how they embrace the role they can play in supporting healthy lifestyles by facilitating participation in sport and physical activity. The Local Planning Authority will use the Active Design Principles to aid this assessment.

Where Design and Access Statements are required to support an application they should explain how the design of the proposal embraces this role and reflects the Active Design Principles. Public Health leads for the local area should be encouraged to work with the planning department to engage at pre-application stage with applicants as they will be consulted on all relevant applications. The Local Planning Authority may use planning conditions and/or planning obligations where necessary to address issues where developments could, but do not, embrace this role and do not adhere to the Active Design Principles.

The Active Design guidance, which provides further details for each of the Principles along with a set of case studies, can be found on Sport England's website.

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[75] *Core Policy 10: Healthy and Safe Lifestyles, Lichfield Local Plan Strategy 2008–2029* (2015), Lichfield District Council.

[76] *Regulation 123, Further Limitations on use of Planning Obligations* in *The Community Infrastructure Levy Regulations 2010*, HM Government.

2. Decision taking

Planners and other groups should also use Active Design, alongside other elements of their Local Plan and evidence base, to promote healthy active environments in the design of proposals and engagement of local communities, and when engaging with, assessing and determining planning applications through the decision making process:

- Active Design can inform initial discussions with applicants, communities and in pre-application advice on how a specific site or proposal can respond to Active Design Principles and in scoping out the content of planning application submissions.

- Active Design can form a key ingredient in the Design and Access Statement (as well as other appropriate documentation) required to be submitted with most major planning applications, which could set out how the proposed development responds to the Active Design Principles.

- The Ten Active Design Principles and the Model Planning Policy forms a useful tool for the assessment of planning applications, and taking planning decisions. This could include the scoping of appropriate conditions and planning obligations (commonly referred to as s.106 agreements) that might be required to make a development acceptable in planning terms.

- Active Design Principles can also inform the identification of indicators for monitoring and evaluating the impact of planning policy and decisions.

Active Design can help planners engage with health professionals and take into account strategies to improve health and wellbeing, a core planning principle (see NPPF paragraph 17). The health system can be complex for those who do not have experience operating within it. Public Health England has produced a Guide to the Healthcare System for Local Planning Authorities[77] which can be a useful tool to outline opportunities for involvement in the health system, and also explains the importance of the health focus within the NPPF.

Some authorities also promote the use of Health Impact Assessments to support appropriate planning applications to assess the likely health outcomes.

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[77] *Health Building Note 00–08, Addendum 1 – A guide to the healthcare systems for local planning authorities* (2015), Department of Health.

How health professionals can use Active Design

Planning can ensure that the right development happens in the right place at the right time, benefiting communities and the economy. The Department of Health has produced a guide to the planning system for health professionals[78], and this should be referred to for further information on the planning system and how health professionals can engage in plan-making and decision taking. There are two key strands of planning activity:

1. Plan-making

Local Plans are the key documents through which local planning authorities can set out a vision and framework for the future development of the area, typically over a fifteen year period. Local Plans address needs and opportunities in relation to housing, the local economy, community facilities and infrastructure. They should safeguard the environment, enable adaptation to climate change and help secure high quality accessible design whilst promoting the delivery of healthy communities. The Local Plan provides a degree of certainty for communities, businesses and investors regarding the development of an area, and a framework for guiding decisions on individual planning applications.

Neighbourhood Plans are prepared by Parish or Town Councils or other neighbourhood forums. Neighbourhood Plans offer communities the opportunity to develop a shared vision for their neighbourhood and shape the development and growth of their local area.

It is highly desirable that health priorities and objectives are aligned with and integrated into Local Plans and policies given their central role in determining planning applications. Plan-making is a continuous and long-term process that requires ongoing engagement and collaboration between planners and health professionals. For maximum impact, health professionals and planners should engage at the earliest stages of the plan-making process, including inputting into related evidence such as Strategic Environmental Assessments.

Health professionals can use Active Design to stimulate and inform dialogue with planning colleagues, and in engaging with elected members to stimulate discussion and promote strong leadership on promoting sport, health and physical activity across the planning and wider political spectrum.

2. Decision taking

The planning system is plan-led and any planning application must be determined in line with the development plan (Local and Neighbourhood Plans and, where relevant, the London Plan) unless other material considerations indicate otherwise. Health professionals can use Active Design to inform joint working with planners, landscape and transport professionals to promote the positive application of Active Design Principles in detailed proposals and improved health outcomes.

Planning applications benefit from being informed by pre-application discussions between applicants and the local planning authority, the local community and relevant organisations. These can vary from informal discussions to formal screening and scoping of Environmental Impact Assessments.

Public Health leads for the local area should be encouraged to develop and/or enhance their relationships with local authority planners and relevant councillors (planning portfolio holders) in their area, and work with planners to provide comments and input to all relevant applications:

1. as part of any pre-application engagement undertaken (including the scoping of application material, including Environmental Impact Assessments);

2. as part of the consultation process once the application is submitted; and

3. as part of the consideration of the use of conditions or planning obligations.

Some authorities also promote the use of Health Impact Assessments to support appropriate planning applications to assess the likely health outcomes.

Health professionals should also consider including Active Design in future reviews of their Joint Health and Wellbeing Strategies. This can help to highlight the role of the built and natural environment and planning activity in promoting health and wellbeing, and to strengthen linkages between health and planning.

[78] *Health Building Note 00–08, Addendum 2 – A guide to town planning for health organisations* (2015), Department of Health.

How developers can use Active Design

The promotion of the Active Design Principles in a development proposal has a number of significant benefits:

- Embedding Active Design Principles into the design and layout of a development at an early stage will meet a number of planning, transport and health objectives in an integrated and co-ordinated manner. This can assist in providing a smoother and quicker route through the planning application process and can help build support from neighbours and local communities for proposals resulting in more positive outcomes for applications.

- Active Design offers real and tangible benefits to the design and branding of a development which will enable a development to differentiate itself from competitors and will ultimately result in a stronger and more distinct market offer to customers. For example, case study evidence at Brooklands, Milton Keynes suggests a very strong market demand for new dwellings influenced in part by the strong design and community ethos[82].

- There is a growing awareness that active places have broader economic benefits not just in terms of returns on investment in walking and cycling infrastructure[79], but in terms of the value of homes[80]. Active places also achieve better returns for retailers and are more attractive to tenants and customers[81]. The integration of Active Design Principles may therefore have a positive influence on the overall viability of development.

The following points outline how Active Design should be used to help realise these benefits:

1. Active Design Principles should be integrated into the design concept from the outset of any master planning.

2. Developers should use Active Design to seek early engagement with the local planning authority, leisure and health professionals and local communities to identify health, sport and physical activity priorities within the area that need to be reflected in proposals.

3. Where Design and Access Statements are required to support a planning application, developers and their agents should specifically identify the response of development proposals to the Active Design Principles, to demonstrate how sport and physical activity has been embedded into proposals.

4. As well as the physical layout of hard infrastructure, developers should include appropriate details of the maintenance and management of open spaces in planning submissions, or clearly signpost them as matters to be addressed by planning condition or planning obligations.

5. Developers should seek to front-load open space provision and deliver community facilities as early as possible within a development. This will increase the opportunities for participation in sport and physical activity at the earliest point in construction (e.g. for the first residents of the development). It will also provide an established setting and an attractive environment for potential occupiers and/or users of the development.

6. Developers should maintain engagement with communities and new residents across the delivery of proposals making information available regarding the delivery of open spaces, facilities, foot and cycle links etc.

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[79] *Making the Case for Active Cities: The Co-Benefits of Designing for Active Living* (2015), Active Living Research.

[80] *Does Money Grow on Trees?* (2005), CABE Space.

[81] *The pedestrian pound: the business case for better streets and places*, Living Streets and Just Economics.

[82] *Couples brave freezing temperatures in bid to secure homes* (2015), Brooklands.

4. Process, delivery & application
How do we do it?

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.

South Park, Darlington:
Utilising existing spaces ●

● **Sheffield:**
Urban regeneration

Brooklands, Milton Keynes:
An active urban extension ●

● **Bristol:**
An active travel city

● **parkrun: various locations**

Sheffield: Urban regeneration

	Gold Route and associated open spaces		Central business district		Public transport interchange
	Gold Route extension		Education campus	- - -	Train and tram routes
	Steel Route and associated open spaces		Residential area		
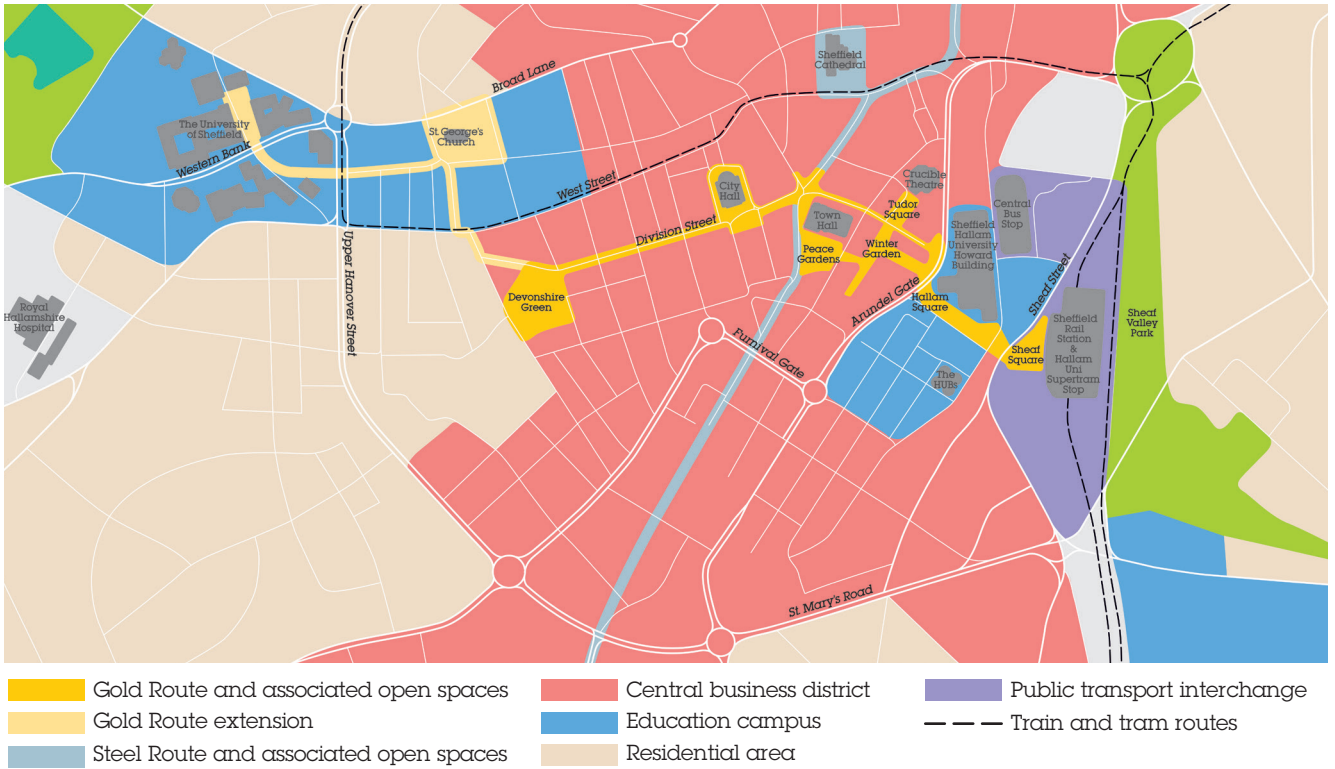
Sheffield's Gold Route is a major regeneration initiative led by Sheffield City Council which has reinvigorated and revamped the City Centre not only economically, but has created a positive public realm, greatly increasing activity levels through walking and cycling. These public realm improvements 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.

PRINCIPLES IN ACTION

1. Activity for all

3. Connected walking & cycling routes

5. Network of multifunctional open space

6. High quality streets & spaces

7. Appropriate infrastructure

9. Management, maintenance, monitoring and evaluation

10. Activity promotion & local champions

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.

Sheaf Valley Park illustration courtesy of Sheffield City Council

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.

Photo courtesy of Sheffield City Council

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.
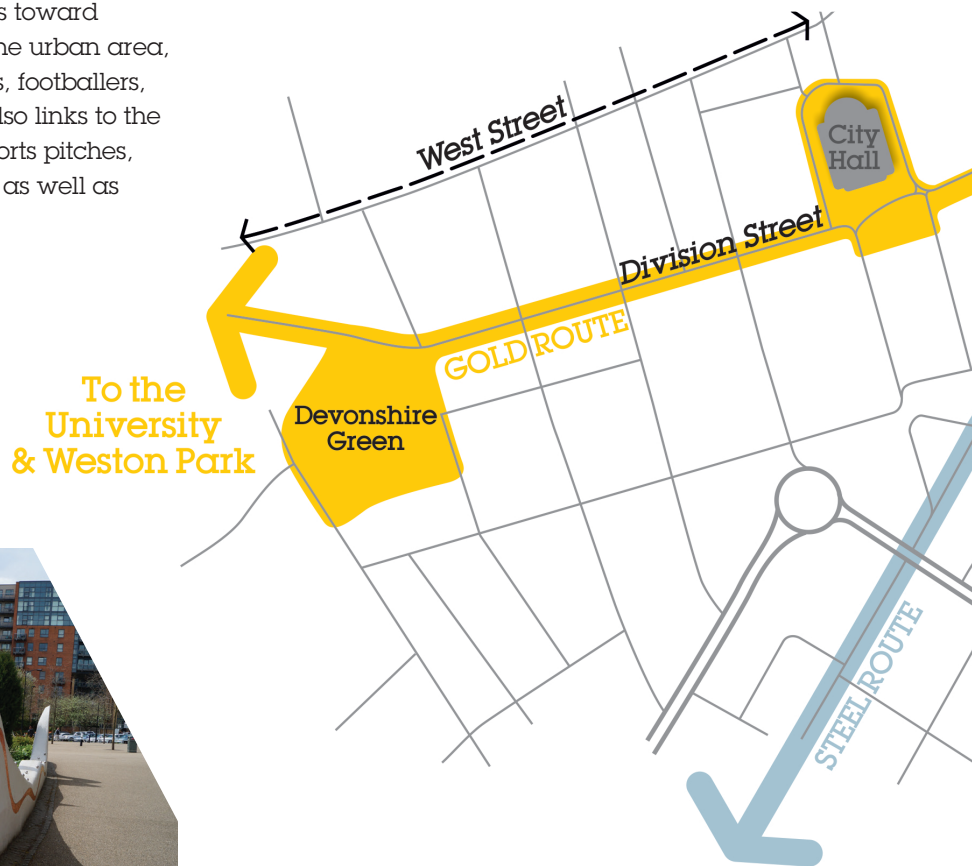
Devonshire Green

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 with Sheaf Valley Park in the background

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.
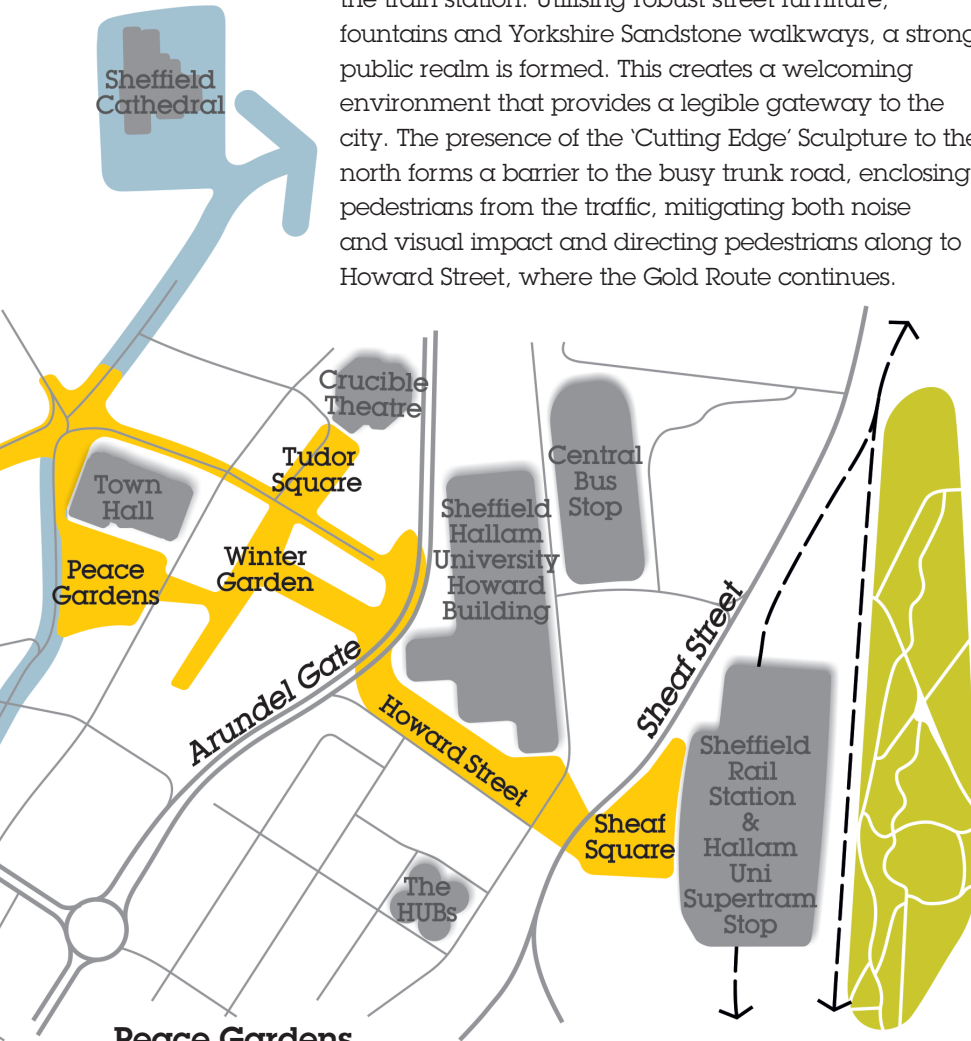
Peace Gardens

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.

Photo courtesy of Sheffield City Council

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 manage many of Milton Keynes parks and green spaces[83]. 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.

Brooklands Meadows linear park

Equipped play area

Brooklands ridge with leisure routes

Primary school

Connections to wider 'Redway' network for active travel

Sports pitches

Neighbourhood centre

Secondary school

Community building & primary school

Sports pitches

Brooklands Illustrative Master Plan, prepared by David Lock Associates on behalf of Places for People.

[83] *The Parks Trust* – www.theparkstrust.com/about-us/about-us
[84] *Milton Keynes Redways*, Destination Milton Keynes.

PRINCIPLES IN ACTION

1. Activity for all
2. Walkable communities
3. Connected walking & cycling routes
4. Co-location of community facilities
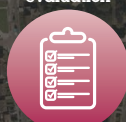5. Network of multifunctional open space
6. High quality streets & spaces

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[84]).

The Brooklands community and supporting facilities is framed by a comprehensive network of multifunctional open space.

Brooklands Landscape Framework highlighted on Illustrative Master Plan

Network of multifunctional open space

Homes and supporting community facilities at Brooklands are framed by a comprehensive network of multi-functional 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.

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**

64

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.

Location of Broughton Brook Linear Park, within context of Brooklands sustainable urban extension.

⑪

⑨

④

Fen Street

⑪

⑩

⑪

Parkside Drive

⑧

⑦

⑦
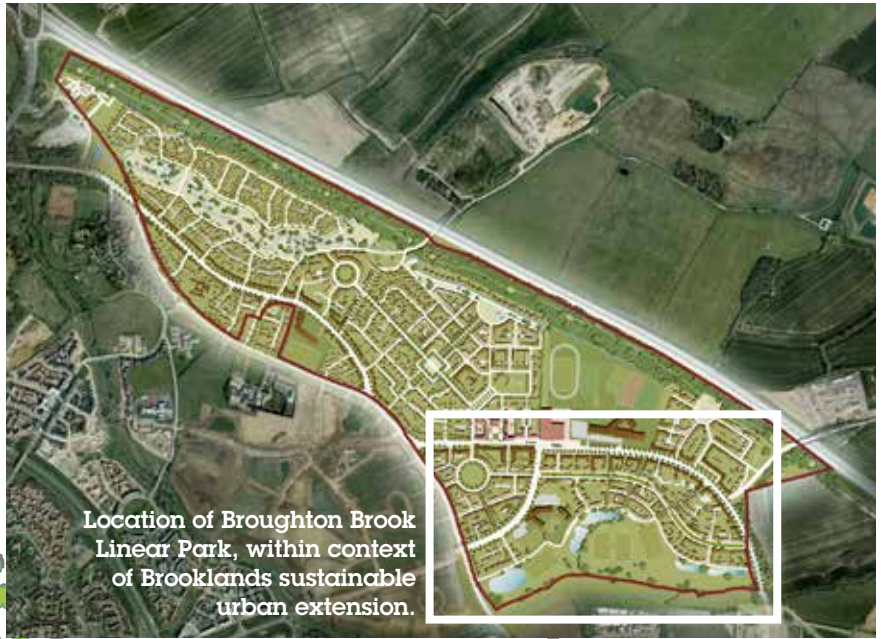
10. Linear parks within streets
11. Residential plots
12. Brooklands Square
    neighbourhood centre

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.

Town Centre

Darlington Railway Station

Feethams Cricket Ground

Polam Hall School

RIVER SKERNE

SOUTH PARK

CLIFTON ROAD

PARKSIDE

PRINCIPLES IN ACTION

1. Activity for all
2. Walkable communities
3. Connected walking & cycling routes
5. Network of multifunctional open space
7. Appropriate infrastructure
9. Management, maintenance, monitoring and evaluation
10. 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.

Photo courtesy of Healthy Darlington

Photo courtesy of Healthy Darlington

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.

South Park, Darlington: Multi-use open 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.

Photo courtesy of Darlington Borough Council

Photo courtesy of Darlington Borough Council
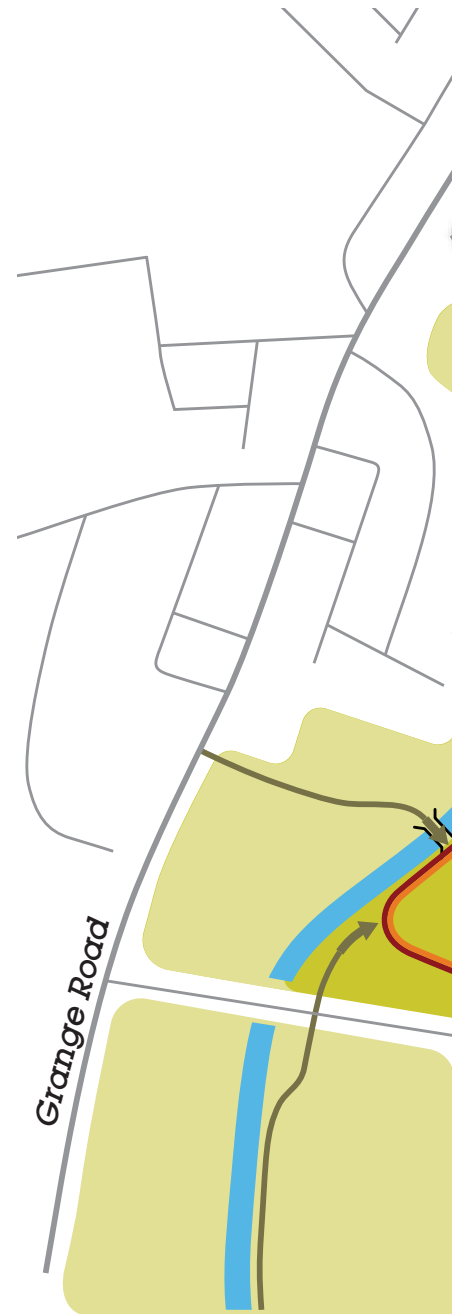
Informal Activity

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.

Grange Road

SOUTH PARK

RIVER SKERNE

Polam Hall School

Clifton Road

Park Lane

Parkside

Legend
- parkrun route
- 1 mile route
- Pedestrian & cycle links
- Pedestrian & cycle access
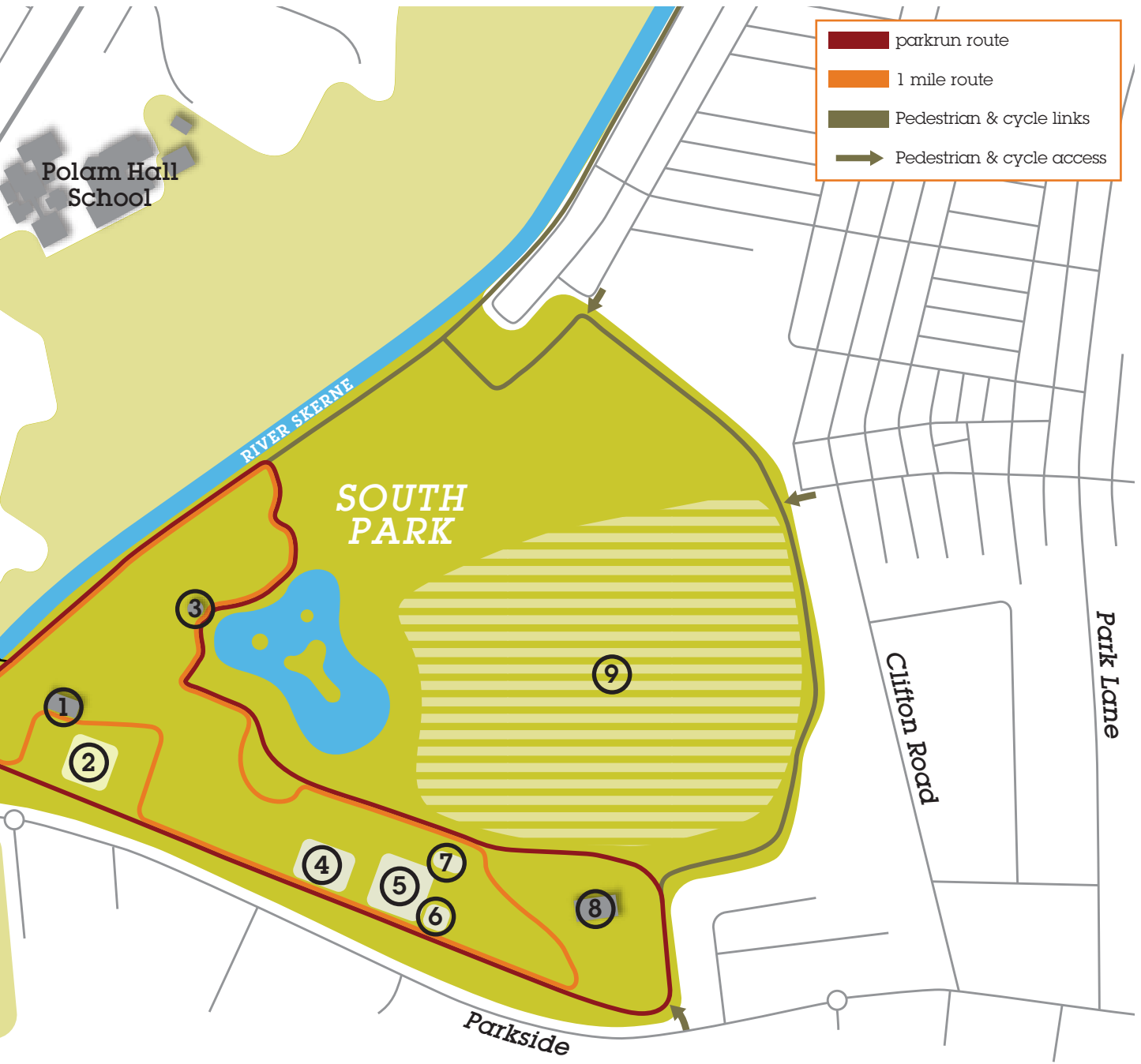
1. **Park office and public conveniences**
2. **Bowling green**
3. **Bandstand**
4. **Play area**
5. **MUGA**
6. **Outdoor gym**
7. **Skate park**
8. **Sports pavilion & disabled adult learning centre**
9. **Sports pitches**

Photo courtesy of Darlington Spraire Lads and Lasses Football Club

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"[85] – 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.

parkrun photograph (source: David Rowe)

Background photograph (source: David Rowe)

PRINCIPLES IN ACTION

| 1. Activity for all | 3. Connected walking & cycling routes | 4. Co-location of community facilities | 5. Network of multifunctional open space | 7. Appropriate infrastructure | 9. Management, maintenance, monitoring and evaluation | 10. Activity promotion & local champions |

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"[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 utilities 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.
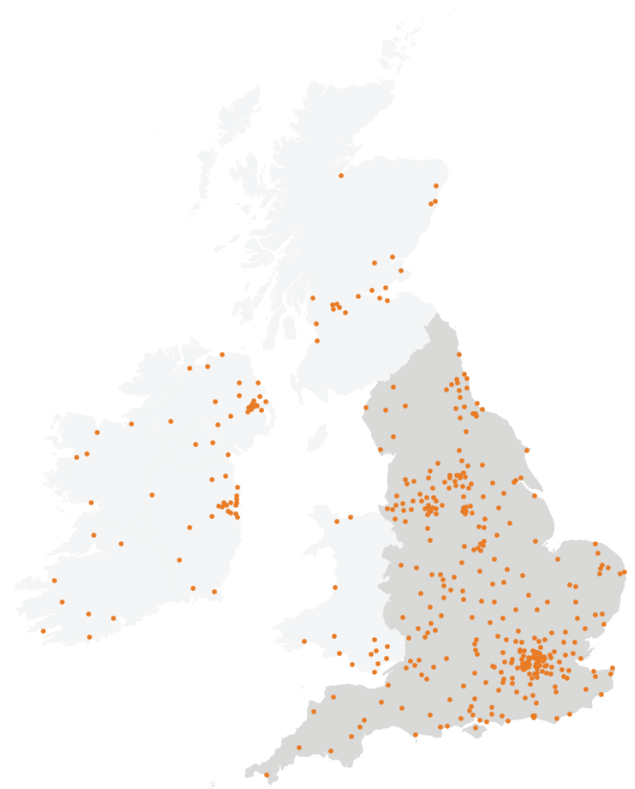
Locations of 5km parkrun Saturday events
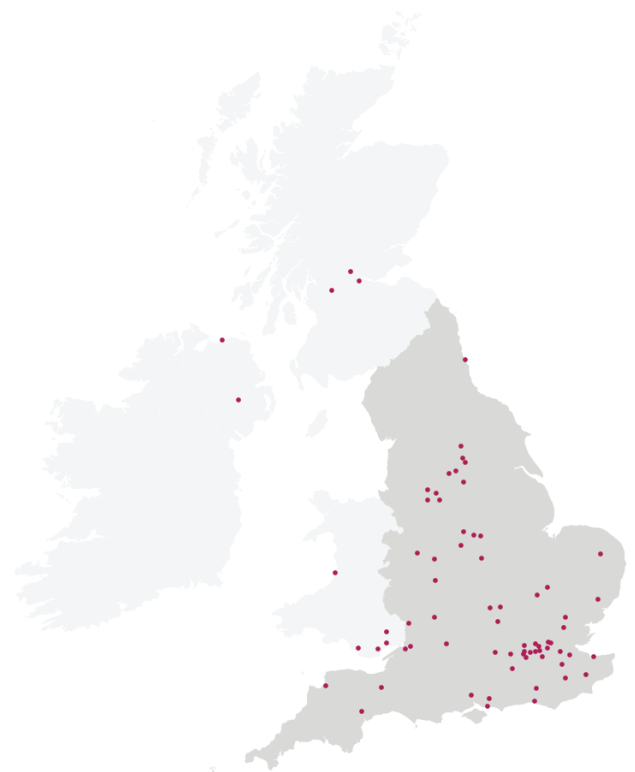
Locations of 2km junior parkrun Sunday events

[85] quote from parkrun: www.parkrun.org.uk

All statistical information courtesy of parkrun, correct as of September 2015.

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.

parkrun photograph (source: Glen Turner)

parkrun photograph (source: David Rowe)

parkrun photograph (source: David Rowe)

parkrun photograph (source: David Rowe)

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.

parkrun photograph (source: Glen Turner)

parkrun photograph (source: David Rowe)

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.

Graph illustrating growth in the number of weekly parkrun runners (5km and 2km runners combined)

Number of parkrun runners per week

Week Number (October 2004 to October 2015)

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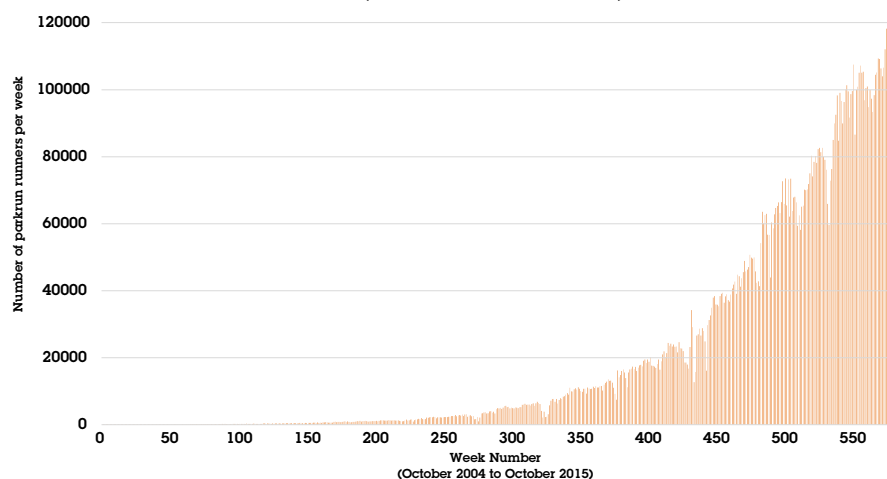
Bristol:
An active travel city

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%[86]).

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.

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

3. Connected walking & cycling routes

6. High quality streets & spaces

7. Appropriate infrastructure

10. Activity promotion & local champions

Cycle & walking infrastructure – a growing network of paths

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.

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[87] 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.

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

[86] *Local Area Walking and Cycling Statistics: England, 2013/14* (Department of Transport, Statistical Release, 23 June 2015).

[87] *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.

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

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" [88].

Signage on the streets of Bristol
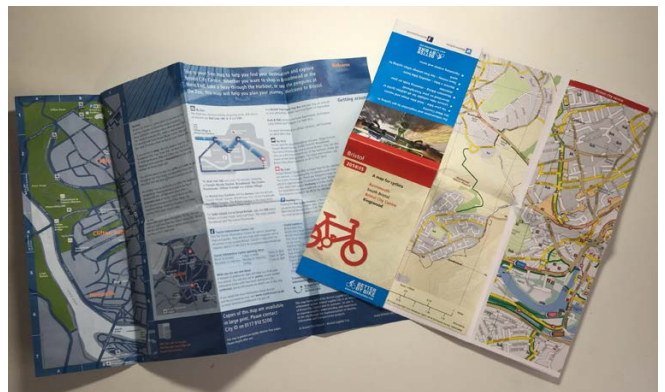
Paper and electronic mapping to compliment wayfinding signage on the streets

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88 *Bristol Legible City:* www.bristollegiblecity.info.

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'[89]. 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' campaign[90].

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.

Image courtesy of Bristol City Council

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[89] *Playing Out*: www.playingout.net.
[90] *Make Sunday Special*, Bristol City Council.
[91] *Bristol's Better at 20*. 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.

Appendix A: Active Design checklist

This checklist provides a useful tool for applying Active Design principles to a specific proposal or measure and assessing the ability to deliver more active and healthier outcomes. The checklist provides an overview of the principles and pointers to best practice found within the guidance.

1. Activity for all

Neighbourhoods, facilities and open spaces should be accessible to all users and should support sport and physical activity across all ages.

Enabling those who want to be active, whilst encouraging those who are inactive to become active.

Are a range and mix of recreation, sports and play facilities and open spaces provided to encourage physical activity across all neighbourhoods?	
Are facilities and open spaces managed to encourage a range of activities to allow all to take part, including activities for all genders, all ages and all cultures?	
Are a range of sport and physical activity opportunities specifically targeted at more deprived areas or areas where there are known to be particular health issues?	
Are varied promotion initiatives and methods directed across peer groups, to seek to reach all members of society and to target hard to reach groups?	
Are all facilities supported as appropriate by public conveniences, water fountains and, where appropriate, changing facilities to further increase their appeal to all?	
Do public spaces and routes have generous levels of seating provided?	
Where shared surfaces occur, are the specific needs of the vulnerable pedestrian taken into account?	

2. Walkable communities

Homes, schools, shops, community facilities, workplaces, open spaces and sports facilities should be within easy reach of each other.

Creating the conditions for active travel between all locations.

Are a diverse mix of land uses such as homes, schools, shops, jobs, relevant community facilities and open space provided within a comfortable (800m) walking distance? Is a broader range of land uses available within 5km cycling distance?	
Are large, single purpose uniform land uses avoided?	
Are walkable communities created, providing opportunities to facilitate initiatives such as walking buses to school, and providing the basic pattern of development to support a network of connected walking and cycling routes (Principle 3)?	

3. Connected walking & cycling routes

All destinations should be connected by a direct, legible and integrated network of walking and cycling routes. Routes must be safe, well lit, overlooked, welcoming, well-maintained, durable and clearly signposted. Active travel (walking and cycling) should be prioritised over other modes of transport.

Prioritising active travel through safe, integrated walking and cycling routes.

Does the proposal promote a legible, integrated, direct, safe and attractive network of walking and cycling routes suitable for all users?	
Does the proposal prioritise pedestrian, cycle and public transport access ahead of the private car?	
Are the routes provided, where feasible, shorter and more direct than vehicular routes?	
Are the walking and cycling routes provided safe, well lit, overlooked, welcoming, and well maintained, durable and clearly signposted? Do they avoid blind corners?	
Do routes support all users including disabled people?	
Are shared pedestrian and cycle ways clearly demarcated, taking the needs of the vulnerable pedestrian into account?	
Do walking and cycling leisure routes integrate with the open space and green infrastructure network of the area?	
Are sporting facilities fully integrated in this walking and cycling network?	
Are informal facilities for physical activity provided, such as Greenline routes?	

4. Co-location of community facilities

The co-location and concentration of retail, community and associated uses to support linked trips should be promoted. A mix of land uses and activities should be promoted that avoid the uniform zoning of large areas to single uses.

Creating multiple reasons to visit a destination, minimising the number and length of trips and increasing the awareness and convenience of opportunities to participate in sport and physical activity.

Does the proposal promote a mix of land uses and the co-location and concentration of key retail, community and associated uses?	
Are sports facilities and recreational opportunities prominently located?	
Are multiple sporting facilities located in one place, to allow choice of activity?	

5. Network of Multifunctional Open Space

A network of multifunctional open space should be created across all communities (existing and proposed) to support a range of activities including sport, recreational and play and other landscape features including Sustainable Drainage Systems (SuDS), woodland, wildlife habitat and productive landscapes (allotments, orchards). Facilities for sport, recreation and play should be of an appropriate scale, positioned in prominent locations, co-located with other appropriate uses whilst ensuring appropriate relationships with neighbouring uses.

Providing multifunctional spaces opens up opportunities for sport and physical activity and has numerous wider benefits.

Does the open space provided facilitate a range of uses?	
Are the sports and recreation facilities provided designed in accordance with best practice guidance?	
Are the sports and recreation facilities appropriately designed and located in relation to neighbouring uses?	
Does the open space provide an accessible setting for development?	
Does the open space link to existing networks and walking and cycling routes?	

6. High Quality Streets and Spaces

Flexible and durable high quality streets and public spaces should be promoted, employing high quality durable materials, street furniture and signage.

Well designed streets and spaces support and sustain a broader variety of users and community activities.

Are streets and spaces which are provided of a high quality, with durable materials, street furniture and signage?	
Is appropriate provision made to promote access to, and activity by, all users including providing safe route ways for vulnerable pedestrians?	
Is the new civic space of an appropriate scale and proportion to allow a range of possible functions?	

7. Appropriate Infrastructure

Supporting infrastructure to enable sport and physical activity to take place should be provided across all contexts including workplaces, sports facilities and public space, to facilitate all forms of activity.

Providing and facilitating access to facilities and other infrastructure to enable all members of society to take part in sport and physical activity.

Are public toilets, showers and changing facilities provided? Are these accessible and usable by all potential users?	
Are drinking fountains provided?	
Is there a multitude of seating options provided? Is the seating provided accessible to all?	
Is safe and secure cycle parking provided for all types of cycles including adapted cycles and trikes?	
Is Wi-Fi provided in facilities and spaces?	
Is safe and secure pushchair storage provided where appropriate?	

8. Active Buildings

The internal and external layout, design and use of buildings should promote opportunities for physical activity.

Providing opportunities for activity inside and around buildings

Are buildings well located in relation to surrounding walking and cycling routes, with direct access by these modes prioritised over access by vehicular modes?	
Is the use of stairs promoted (over the lift) utilising signage and creating spacious and clean stairwells that are welcoming? (This should be balanced with the need to ensure lifts are easily accessible for those who cannot use the stairs)	
Within the workplace, have methods to promote natural physical activity been explored such as using sit-stand desks?	
Have innovative design features within buildings and surroundings which encourage activity e.g. feature staircases, cycle access ramps or other architectural features been utilised?	
Have buildings been designed to provide appropriate amounts of internal space for rooms along with circulation and external space?	

9. Management, maintenance, monitoring & evaluation

The management, long-term maintenance and viability of sports facilities and public spaces should be considered in their design. Monitoring and evaluation should be used to assess the success of Active Design initiatives and to inform future directions to maximise activity outcomes from design interventions.

A high standard of management, maintenance, monitoring and evaluation is essential to ensure the long-term desired functionality of all spaces.

Has the long term management and maintenance of a development or facility been considered to ensure the facility remains sustainable over a long-term?	
Have alternatives to local authority management of public realm, streets, spaces and formal open space been considered?	
Have issues such as the servicing of grass pitches, the impact of noise, floodlighting or vehicular access been considered?	
Do the management of facilities target the broadest possible range of users, with particular emphasis on disadvantaged groups?	
Have programs for monitoring and evaluating the success of initiatives been established?	

10. Activity Promotion & Local Champions

Promoting the importance of participation in sport and physical activity as a means of improving health and wellbeing should be supported. Health promotion measures and local champions should be supported to inspire participation in sport and physical activity across neighbourhoods, workplaces and facilities.

Physical measures need to be matched by community and stakeholder ambition, leadership and engagement.

Has the stakeholders and organisations prioritised the promotion of sport and physical activity across all of their activity?	
Has a broad program of events been established in the area associated with new facilities?	
Has the scope of new technology and social media been explored in terms of promoting activities or encouraging activity?	
Have local champions been identified to help ensure the sport and physical activity benefits of the development will be realised and will the local champions be adequately supported?	

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Appendix C: Glossary

Active travel
Walking, using a wheelchair, running and cycling, and also includes some types of leisure activities that can act as a means of travel such as skateboarding and rollerblading.

Amenity
Safeguarding residential amenity means that levels of privacy; degree of overlooking, and quality of environment of a high standard.

Changing Places
This is a consortium which campaign for the provision of Changing Places toilets. These toilets go beyond standard accessible toilets (or "disabled toilets") as they have extra features and more space to meet the needs of users. More information can be found at: www.changing-places.org.

Co-location
Co-location is the grouping of destinations (such as community facilities, schools, shops, work places, sports facilities and leisure centres) within close proximity of each other, allowing users to make only one trip to an area for multiple reasons or activities.

Connectivity
The degree to which a place, street or series of buildings is connected to its surroundings. Connections may be visual or physical, and usually relate to sight lines or movement (vehicular/cycle/pedestrian).

Community Infrastructure Levy
This is a planning charge which is used as a tool for local authorities to help deliver infrastructure needed as a result of development.

Density
A measure of the average number of persons, households or units of accommodation per area of land.

Design and Access Statement
A short report which accompanies some planning applications. It explains the design principles and concepts applied to the development, its response to its setting and that it can be adequately accessed by prospective users.

Design Code or Guide
A document which provides guidance for developers on the type, form and design of development, usually related to the detailed design of streets, buildings and open spaces.

Desire line
The ideal route for movement, usually the most direct route between two destinations. Usually referring to pedestrian movement, desire lines often do not relate to existing paths.

Development Brief
A document which sets out requirements for development, in terms of quantum and location of land use, character of development and detailed design, often prepared to provide detailed site-specific guidance to a prospective developer.

Elevation
Scale drawing showing the vertical projection of a face of a building.

Evidence base
The background work which underpins a local plan, providing justification for its policies and strategy found within.

Flexible streets and spaces
Streets which are designed to accommodate multiple functions in a simultaneous manner. This can include providing for vehicular transport, pedestrians and cyclists whilst allowing space for social interaction or events.

Formal open space
Usually refers to areas of open space which are permanently laid out or enclosed for certain sports activities (e.g. sports pitches, courts, greens).

Frontage
That part of a building/group of buildings which fronts onto and defines the street.

Green infrastructure
The network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect villages, towns and cities.

Hard landscaping
Refers to the use of building materials for landscaping purposes. Usually incorporates the use of paving, street furniture, public art, and water features.

Health and Wellbeing Board
Established under the Health and Social Care Act 2012, Health and Wellbeing Boards are forums where key leaders from the health and care system work together to improve the health and wellbeing of their local population. Each large local authority will have its own Health and Wellbeing Board, with some shared across local authority boundaries.

Human scale
Development which is in proportion to the size of an average person is referred to as 'human scale'.

Inclusive signage
Providing signage which can be utilised by all, which can include using clear, uncluttered fonts, supported by braille, audible signage or embossed lettering.

Informal open space

Usually refers to areas of open space which are laid out for informal activity (e.g. parkland, village greens, lakeside areas, 'kickabout' areas).

Landmark

A memorable building or structure which stands out from its background by virtue of its height, size or some other aspect of design. Often significantly contributes to the character of an area. Landmarks are often used as orientation points within the local environment, and aid legibility (see below).

Legibility

The degree to which a place (its structure, form and function) can be easily understood and communicated.

Linked trips

These are single journeys to one location to undertake a variety of uses/activities. An example may be a journey to a town centre to shop, eat and go to the cinema, all undertaken in one journey.

Local Authority (known also as Local Government or Local Council)

Government bodies made up of councillors (members) who are voted for by the public in local elections and paid council staff (officers) who deliver services.

Local centre (or neighbourhood centre)

An area which provides day-to-day amenities for communities at a small scale, often including shops, health and community uses.

Local plan

Local planning authorities must prepare a local plan which sets planning policies in a local authority area. This plan must be in conformity with national planning policy and have a detailed evidence base providing justification for its policies.

Lower order streets/spaces

Routes which are subject to lower levels of usage and traffic, such as a residential lane or avenue. These would then link to larger, 'higher order' streets which provide arterial routes and provide capacity for more use and traffic.

Master Plan

A plan or illustration which sets out the overall structure or layout of new development. Often used to convey a development concept or image of the development rather than specify detailed design issues.

Master developers

Often are the landowner and promoter who would seek planning permission for a site. They would then set the parameters of development on the site, providing site infrastructure and setting a design code for development to be followed by other developers of individual parcels.

Mixed use development

Development which encompasses a variety of different land uses within close proximity. Can refer to adjacent buildings which accommodate different land uses, or different land uses which are accommodated within a single building or group of buildings.

Multifunctional open space

An open space which can serve a variety of functions, such as a local park which could provide sports pitches, play areas, informal social spaces and areas for sustainable urban drainage systems, or a town square which can serve as an events space, meeting place and location to stop and linger.

Multi-use landscape

A landscape which has multiple functions within a community, for example a linear park can provide a pleasant walking route between spaces, sustainable urban drainage and a habitat for wildlife.

National Planning Policy Framework (NPPF)

Published in March 2012, the NPPF sets out the Government's planning policies for England and how these are expected to be applied. This provides the overarching planning policy in England which all other planning policy must conform with.

Nodes

These are areas which provide a foci of a city, neighbourhood or locality which people travel to, enter or utilise. Examples can include junctions, public spaces, parks, shops and cafes.

Natural surveillance

The discouragement to wrong-doing by the presence of passers-by or the ability of people to be seen from surrounding windows/balconies. Also known as passive surveillance or supervision.

Neighbourhood planning

A concept introduced in the Localism Act 2011, neighbourhood planning gives communities power to develop a shared vision for their neighbourhood and shape the development and growth of their local area, through the production of Neighbourhood Plans. These plans must be in conformity with National and Local Planning Policy.

On-street
Refers to activities located within the public highway, usually in public ownership (e.g. on-street parking)

Personal travel planning
A small scale example of travel planning that delivers information, incentives and motivation directly to individuals to help them make sustainable travel choices.

Planning condition
A condition imposed to a grant of planning permission which restricts the permission in some way, or which requires the submission and approval of additional information prior to the commencement of the permitted development. A condition must be necessary, relevant to the development permitted, enforceable, precise and removable.

Conditions can be discharged or amended by applying to the local authority.

Planning obligation
A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. A planning obligation may be negotiated during the processing of a planning application, or may be unilaterally declared by the applicant.

Planning Practice Guidance (PPG)
Provides guidance on the Government's policies in England and their interpretation. The document is web based and is continually updated.

Preventative health care
The act of providing care to prevent the onset of disease or health problems rather than treating the disease itself. These can be simple activities, such as healthy eating or getting more exercise.

Primary street
A street which by its design can be identified as the most important and connected route through an area. Often accommodating public transport, street planting and higher levels of public activity.

Productive landscapes
These are spaces which allow the production of food, such as allotments, community farms or orchards.

Public realm
Streets and spaces available for use by everyone without charge – shaped by buildings, landscaping, structures alongside or within them.

Secondary street
A street which by its design can be identified as a lower key route than the primary street (see above), whilst still providing important connections through the development. Secondary streets have lower levels of public activity, and tend to provide a second (alternative) route between destinations.

Sedentary (or Sedentarism)
Spending time still or seated. A person who lives a sedentary lifestyle would undertake little physical exercise.

Sense of place
A person's perception of a location's indigenous characteristics, based on the mix of uses, appearance and context. That which makes a place memorable.

Shared surface
Streets within which a single surface treatment is employed. Vehicular movement, parking and pedestrian areas are integrated with no or little segregation of movement/space.

Soft landscaping
Refers to the use of planting for landscaping purposes including grass, trees, shrubs and bushes.

Sporting hubs
Areas where multiple sports facilities are located, allowing users significant choice of a multitude of activities and facilitating shared use of infrastructure.

Statement of Community Involvement
A Statement of Community Involvement, explains how people/organisations will be consulted on proposals as part of a planning activity. This is prepared by the Local Planning Authority.

Street furniture
Objects provided as part of the laying out of a street. Includes seating, lighting, bins, cycle storage, signage, boundary treatments and planters. Street furniture can also incorporate public art.

Streetscape
Streetscape is the term used to describe the visual impact and composition of a street, usually comprising building frontages, boundary treatments, spaces, views and vistas, landscaping, street furniture and materials.

Sustainable development
Development that meets present needs without compromising the ability of future generations to meet their own needs.

Sustainable urban Drainage Systems (SuDS)

Measures to manage surface water that imitate nature and typically manage rainfall close to where it falls. Examples include attenuation ponds and linear parks with streams. These spaces provide valuable habitats for wildlife in urban areas and greenspaces for people to utilise, as the majority of the time they remain free of water.

Topography

The arrangement of the natural and artificial physical features of an area. The style or configuration of land and surface features.

Traffic calming

Measures employed in the design of streets to slow traffic speeds. Implemented as part of the street design or added retrospectively, traffic calming measures can be physical (e.g. 'pinch-points' or 'chicanes' in the carriageway, raised tables and cushions, changes in road surface), or perceptual (e.g. narrowing the street width by bringing forward the building line, or using street furniture and planting to vary the streetscape along any given length).

Travel plans

A selection of actions designed by an organisation to encourage safe and sustainable travel options.

Urban design

This is a multi-disciplinary process of shaping the physical form of the environment and urban space. Urban design involves the design of buildings, groups of buildings, spaces and landscapes, and can involve elements of architecture, design, planning and engineering.

Urban fabric

This term refers to the pattern in which a urban space is formed in relationship between the buildings and streets of an area.

Urban grain

The pattern of the arrangement and size of buildings and their plots in a settlement, and the degree to which an area's pattern of street blocks and street junctions is respectively small and frequent ('fine grained'), or large and infrequent ('coarse grained').

Variety

Varying the size, qualities and intensity of development or open space in order to accommodate the diverse range of needs that exist within communities.

Viability

Whether a use can feasibly be undertaken or sustained at a location. This term can be used in a variety of contexts, such as economic viability or environmental viability.

Vista

An enclosed/framed view.

Vulnerable pedestrian

These include children and older pedestrians that are particularly vulnerable when interacting with the road network, who may not be able to judge your speed and could step into the road. This can include older pedestrians who may need more time to cross the road, people with disabilities, people with hearing impairments who may not be aware of approaching vehicles, blind or partially sighted people and deafblind people.

Walkable communities

The area generally defined by a 400m or 5 minute walk from a local or neighbourhood centre. Walkable neighbourhoods have an interconnected and safe walkable street network, where shops, schools, public transport, community facilities and other buildings are in easy walking distance.

Alternative languages and formats:

This document can be provided in alternative languages, or alternative formats such as large print, Braille, tape and on disk upon request.

Call the Sport England switchboard on 03458 508 508 for more details.

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