Integrating Active Travel and Public Realm

Guidance

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INTRODUCTION

Introduction

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This document provides guidance on potential strategies and recommendations to improving active travel and placemaking opportunities in towns.

This guidance is presented in the form of case studies demonstrating active travel and public realm schemes that have been completed successfully in a range of locations.

Some of the challenges that might be common to towns and that will be covered in this guidance are:

• Improving connectivity between natural features (e.g. canal side, riverside) and active travel infrastructure.
• Improving public realm in response to cycling schemes

GENERAL RECOMMENDATIONS

RECOMMENDATIONS - Active Travel

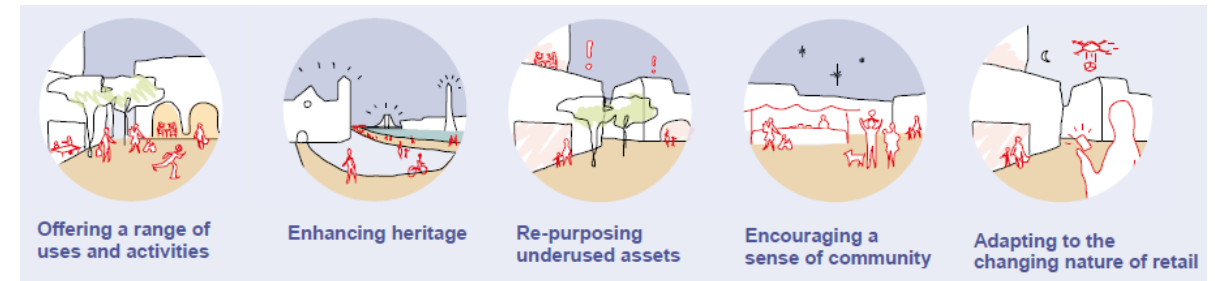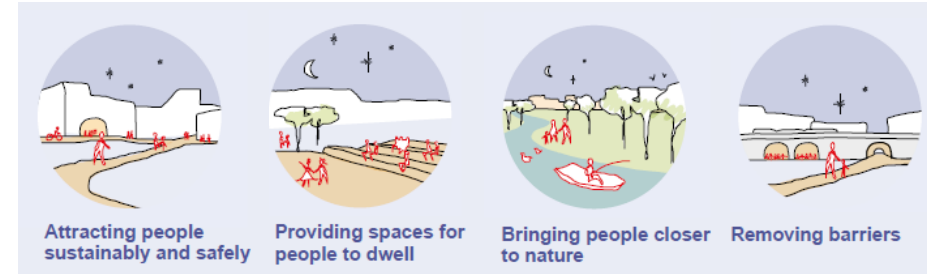There are some general recommendations specific to Active Travel that could be relevant to towns:

- Base interventions on Streets for All / Healthy Streets principles
- Locate the crossings at key pedestrian desire lines and new active travel corridors and spread economic benefit.
- Make crossings clearly aligned, avoid staggered crossings.
- Make any crossings wider, with a hierarchy of widths (up to 10m).
- Reinforce legibility of interventions with a clear hierarchy of materials.
- Introduce continuous footways and widen where practically feasible.
- Remove unnecessary items, reduce clutter, rationalise street furniture and signage.
- Use tree planting to help break down the scale of wide roads and absorb vehicle noise and pollution.
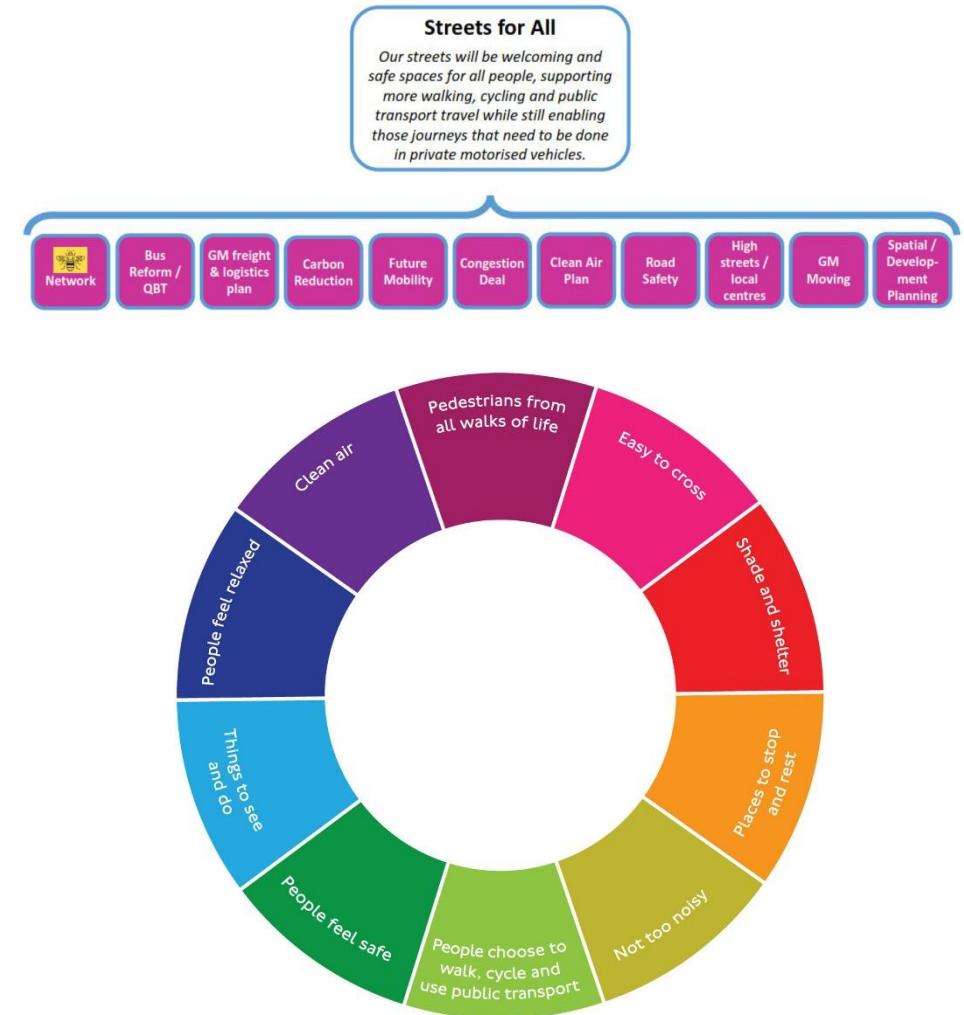
RECOMMENDATIONS - Placemaking

There are some general recommendations specific to Placemaking that could be relevant to towns:

- Understanding the common challenges at the heart of town transformation and economic recovery is key to ensure TIP projects and specifically placemaking interventions can address one or more of these challenges simultaneously.

- When looking at placemaking interventions, it is important to consider potential co-benefits and ways to improve multiple areas at the same time to create truly holistic and transformative interventions.

- When thinking of placemaking interventions, the needs of specific groups should be considered in order to make truly inclusive and successful places.

Attracting people sustainably and safely

Providing spaces for people to dwell

Bringing people closer to nature

Removing barriers

Offering a range of uses and activities

Enhancing heritage

Re-purposing underused assets

Encouraging a sense of community

Adapting to the changing nature of retail

Typical challenges in towns

Students / Youth

Visitors

Families / Couples

Older generations

**Typical user groups in towns
Source: Arup**

What does good look like?

Illustrated example:
Canal-side development

Building frontages facing the canal

Lighting

Active frontages

Floating destinations

Planting

Seating

Cycle parking

Wide towpath to accommodate cycles and pedestrians

CASE STUDIES

CASE STUDIES – Intro

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The case studies that are provided in this guidance aim to be inspiring and creative examples of active travel and placemaking. We have included projects that improve connectivity and accessibility while celebrating heritage and nature, that use high-quality design interventions to reimagine what is possible.

Information and images have been collated from a variety of online sources. The case studies have been categorised in four groups, in order to highlight the type of intervention. These categories are a result of key emerging themes. The four categories are outlined in this page. In some cases, projects have been tagged against 2 or more categories due to their relevance in multiple areas.

Public Realm

Programme

Active Travel Infrastructure

Lighting and Wayfinding

CASE STUDIES – Categories

Public Realm

Re-design of the urban streetscape or wider public realm to improve the experience of moving through and dwelling in a town's environs.

Potential benefits

- Improved spaces increase dwelling time and Footfall, which leads to spend and provides Economic Benefits for local businesses

- Improved perceptions leads to safer, more inclusive spaces and this translate into health and wellbeing benefits for residents

- Greener spaces lead to increased biodiversity and with that environmental benefits are created

Source: The Guardian

Source: Future Architecture Platform

Source: Evening News 24

CASE STUDIES – Categories

Programme

Provision of new programme to support the activation of canal and town square environs. This can be provided in either retrofitted existing assets, new buildings or new public realm. This type of intervention can serve as 'gateway space', an area that is particularly important for understanding and navigating through the town.

Schemes of this nature are typically in the proximity of a main public space and/or a key attractor, with the primary objectives of:
•improving wayfinding and giving an overview of areas available to explore in the town
•reinforcing and/or building identity of the town
•integrating seasonal opportunities and events to activate public space
•providing an education experience
•serving as a platform to engage with various groups in the community

Source: The Standard

Source: The Independent
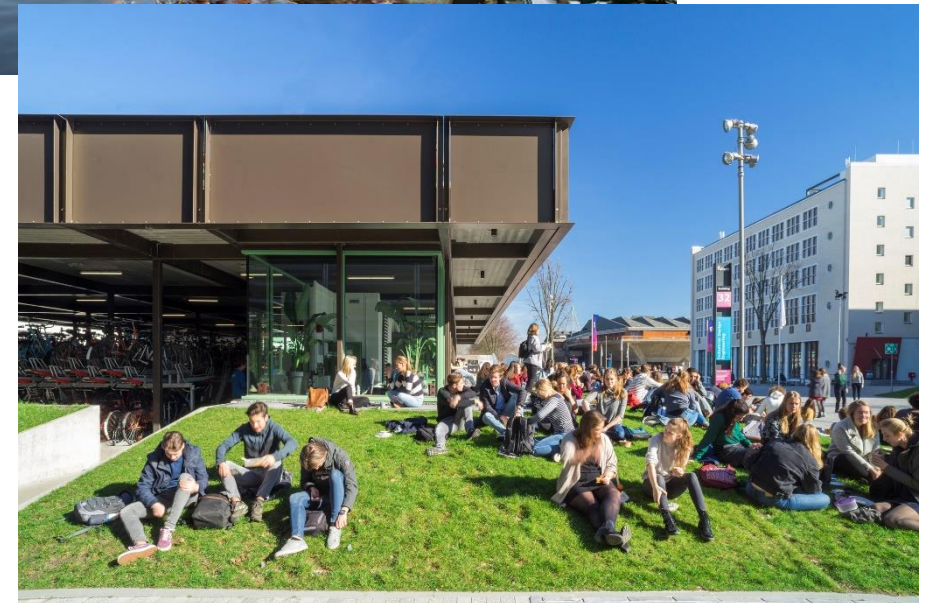
CASE STUDIES – Categories

Programme

Potential benefits

- New programme can create new jobs and education opportunities for residents

- Activation of spaces with new programme can improve perception of places, make them feel safe and provide health and wellbeing benefits for residents

- Community spaces and facilities can provide a platform for various groups to engage, which leads to making the town more inclusive

Source: Paddington Central

Source: More Sports Network

CASE STUDIES – Categories

Active travel

Focus on enhancing the pedestrian and cycling experience when navigating to and from town assets and connecting key attractors and their associated public realm to the wider active travel network.

Schemes of this type are particularly helpful to:
- Help visitors to navigate and understand the place they're in
- Showcase different assets of the town structured around a linear element and potentially following a theme (e.g. canal's tow-path)
- Bring town narratives to life
- Make people actively engage with a town's assets

Source: Dezeen
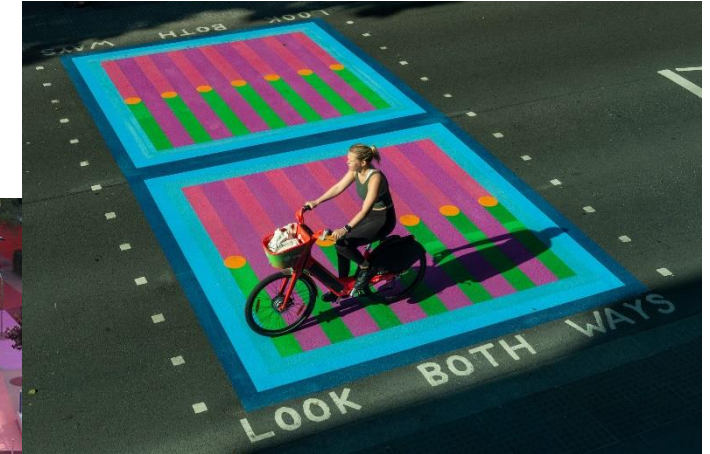
Source: Dezeen

CASE STUDIES – Categories

Active travel

Focus on enhancing the pedestrian and cycling experience when navigating to and from town assets and connecting key attractors and their associated public realm to the wider active travel network.

Potential benefits

- Improving connectivity and accessibility leads to an increase in visitors which causes spend and generates economic benefits for the town

- Active travel improvements also helps with wayfinding and moving through the town, changing perceptions and making people feel safer and connected

- Better active travel infrastructure encourages modal shift and therefore contributes to sustainability and a low carbon future.

Source: Manchester Evening News

Source: Floor Nature

CASE STUDIES – Categories

Lighting and Wayfinding

Use of lighting and wayfinding schemes to celebrate a town by signalling assets in a special and/or unified way, contributing to making the town a destination and a sensory experience for people.

Potential benefits

- Improvements can increase footfall and spend which will generate economic benefits for the town

- Lighting improvements help improve perceptions and allow people to feel safe and proud of their town. This leads to spending more time in the Town, spend, etc.

Source: ARUP
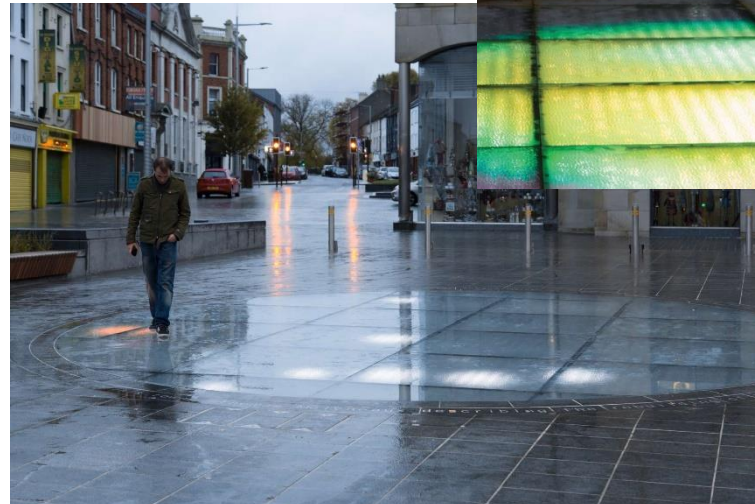
Source: Studio Tech

Source: Studio Tech

Selected Case Studies

CASE STUDIES

Public Realm   **Programme**

Blue Market, Bermondsey

A series of careful interventions that aim to revitalize the Blue, Bermondsey's historic market and town centre.

The Blue has a long history as a market, during its heyday in the 19th Century it was said that you could get anything 'down the Blue' at one of its 200 stalls. With the decline of local industry the market has become disconnected from the wider area. This project spearheaded by the local community aimed to revive it and restore its place in the local landscape.

The scheme included introducing new cut through routes, and locating new way-finding signage and community murals to decorate the routes to and from various key local businesses.

The market place itself has been overhauled with the introduction of a series of new civic structures, bespoke furniture, reinvigorated planting and paving and other improvements that enrich what was already there.

Approx. Cost: £2m

Source: The Guardian

CASE STUDIES

Public Realm

Dudley's Market Place Redevelopment, Dudley

This public realm enhancement scheme includes a newly designed market, new paving, feature lighting and street furniture that aims to celebrate the history of this historic market place. The project involved the repositioning and refurbishment of the Duncan Edwards statue as well as the restoration of an historic fountain.

The project was split into two phases with Phase 1 incorporating the redevelopment of Castle Street from the Earl of Dudley statue to the junction of New Street. During Phase 2, artwork and clocks will be integrated to improve the medieval passages in the conservation area of the town centre. The scheme includes a bronze statue of Ben Boucher, a local character who is reported to have been fond of his beer, which he paid for by selling poems. Extracts from one of Ben Boucher's poems, 'Lines on Dudley Market' were sandblasted and coloured into the surface of one of the scheme's bench to preserve part of this local history.

Design: Dudley Metropolitan Borough Council

Approx. Cost: £6.7M

Source: Hardscape

Source: Alamy

Source: Hardscape

CASE STUDIES

Public Realm

Tombland Public Realm Scheme, Norwich

Tombland is one of the most historic public spaces within the city of Norwich, forming the centre of city until the Norman Conquest.

This is a key public space along the route approaching the Cathedral, but the layout before the redesign had remained unchanged since the 1800's and was determined to be not the most practical and not suited to present day needs of the city.

The Transforming Cities scheme aims to restore Tombland as a public space by removing clutter and vehicles from the area in order to give more space to pedestrians, improve accessibility, create a multifunctional gathering space around the refurbished fountain, provide dwelling spaces for people to sit and enjoy and unify the space to improve wider connectivity

Approx. Cost: £2.5m for the whole scheme

Source: Evening News 24

Source: Evening News 24

CASE STUDIES

Public Realm   Programme

Point Cook Pop Up Park, Point Cook, Australia

Point Cook Pop Up Park (PCPUP) was an idea proposed to connect the community and create a focal point to congregate and get to know one another, and support our local traders. Catalysed through a local consultancy, the intervention was successfully piloted in 2018, and has since been actively supported by local community members and is a popular pop up space amongst locals and visitors.

Approx. Cost: $10k (£8.1k) in 2019 was used for activities in the park.

Source: Co Local

Source: Co Local

Source: Co Local

CASE STUDIES

Programme

Lynchburg Community Market, Lynchburg, US

Since 1783 the Lynchburg Community Market has played a key role in the development and growth of downtown Lynchburg. The market plays a vital role in the area as a community gathering place town square and provide access to fresh, farm-grown food while supporting local area agriculture.

As part of their mission to give back to the community the market uses government nutrition programs to low-income families in need of nutritious options and connect them with local healthy food products, mostly from local suppliers.

The market supports independent businesses and helps them maintain their livelihood in the midst of this crisis by managing an ordering and distribution system highly used during the pandemic which allowed all vendors to maintain their activities regardless of their digital setup or capabilities.

Approx. Cost: $200k (£162k) annual government subsidy

Source: Kelsey and Nate Blog

Source: Kelsey and Nate Blog

Source: Kelsey and Nate Blog

CASE STUDIES

Public Realm	Programme

Baltic Station Market, Talinn, Estonia

Baltic Station Market is a unique market in Estonia, which includes a supermarket, a sports club, services, large halls for fresh produce, and a versatile street food area with nearly 20 dining options.

The aim of the reconstruction design was to create a contemporary and diverse market, while also preserving the historic character of the market with all of its hustle and bustle and chaotic nature.

At the front and back of the market are the Morning and Evening Squares – their names referring to the best time of the day to spend time in either. The squares are connected by ramps and terraces, lined with cosy areas for eating and sitting, a children's playground, and terraces for cafés and restaurants. During the evenings and into the night people can walk through and enjoy the same area lit-up.

The reconstructed market was opened to visitors in May 2017 and saw around 230,000 visitors during its opening week.
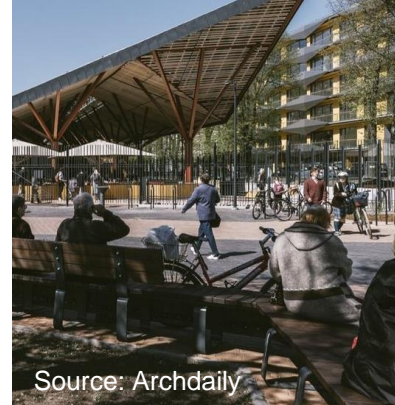
Source: Archdaily

Source: Get Locals

Source: Architectural Review

CASE STUDIES

Public Realm

Rearrangement of Ljubljanica Riverbanks, Ljubljana (Slovenia), 2011

Renovation of the banks of the River Ljubljanica in the section flowing through the old city centre, a collective effort that concentrates resources in a range of specific interventions.

Covering more than two kilometres of riverbank spaces, the intervention has made the banks accessible, both in the longitudinal and transversal sense of embankments and a unitary public space yet with a variety of special places.

Approx. Cost: > 20M (£17M) annual government subsidy
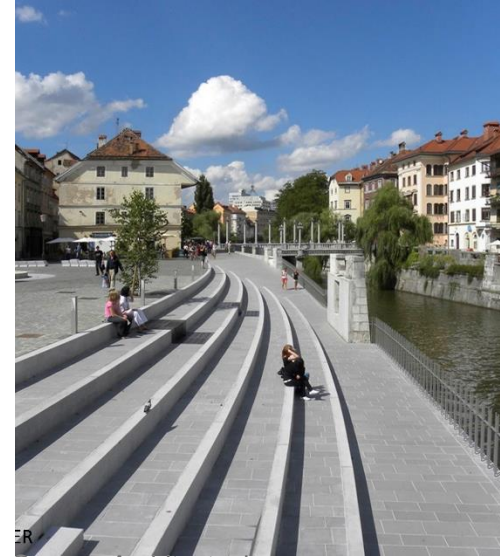
Source: Architectuul

Source: Divisare

Source: BB Arhitekti

Source: BB Arhitekti
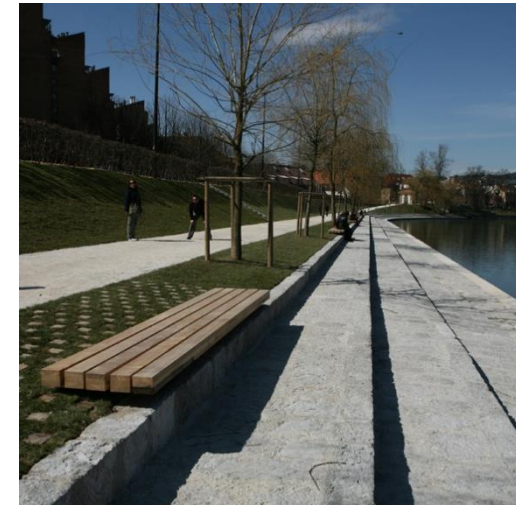
Source: Public Space
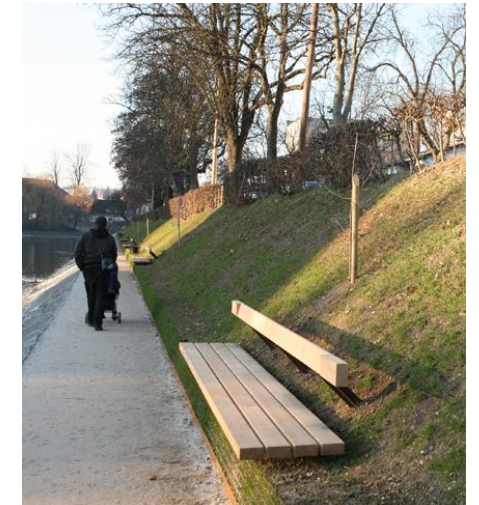
Source: Public Space

CASE STUDIES

Public Realm

Renovation of the Cheonggyecheon Stream, Seoul, South Korea

A 10.9-kilometre-long (6.8 mi) old sewerage ditch covered by a gigantic elevated highway that was torn down and restored with clean water, plants, wildlife and attractive landscaping has been credited with transforming the city.

Source: Re Streets

Source: Creatrip

Source: Re-thinking Future

Source: Robert Harding

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CASE STUDIES

Active travel

Building cycle infrastructure in Manchester

Cycle lanes were built over a distance of 3 miles along the Wilmslow Road and Oxford Road corridor in Manchester. The scheme features 26 cycle bypass lanes at bus stops. This was a critical feature of the design, as the corridor is also Greater Manchester's busiest bus corridor.

Key figures:

- Oxford Road recorded 5,000 two-way cycle journeys on a single day for the first time
- cycleway surpasses 1 million journeys on the route on Oxford Road
- reductions of up to 1.9 tonnes of nitrogen dioxide or 873.5 tonnes of carbon dioxide

Approx. Cost: £9.5 million (of total CCA grant to Greater Manchester of £42.1 million)

Source: Manchester Evening News

Source: Push Bikes

Source: Road CC

CASE STUDIES

Active travel   Public Realm

Go Cycle: Kingston Station

By offering up-to-date cycling facilities and new public spaces, including cycle storage hub and a new pedestrian bridge, this proposal rebalances the priorities between vehicles, pedestrians and bikes in the centre of Kingston and in a common landscape setting.

By creating a series of recognisable landmarks, the interventions will aid wayfinding and assist onward navigation.

Approx. Cost: undisclosed

Source: Civic Trust Awards

Source: Civic Trust Awards

Source: Friends and Co

Source: New Civil Engineer

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CASE STUDIES

Active travel	Lighting

Bermondsey Bicycle Store

Bermondsey Bicycle Store forms a striking entrance to Bermondsey Square – a lively public space at the heart of an ambitious regeneration project in south-east London.

Embedding green transport values within the local community, the store accommodates 76 bikes belonging to the square's workers and residents. Using ordinary materials in an original and exciting manner, the intervention adds sparkle to Igloo's vision for inner city living.

Approx. Cost: £120,000

Source: Dexeen
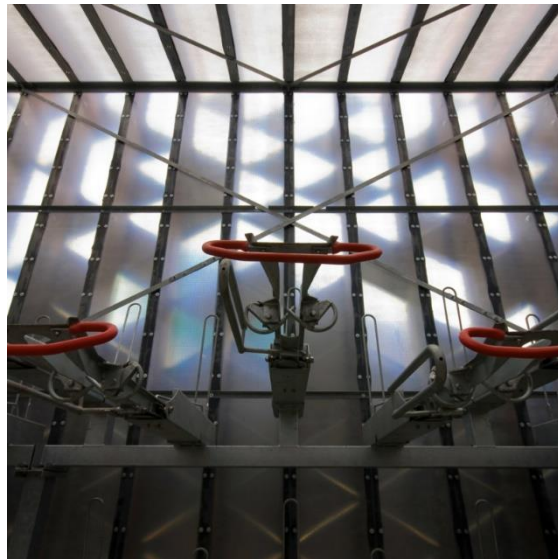
Source: Icon Eye

Source: e-Architect

Source: Penccil

CASE STUDIES

Active travel

Bike Path / Batlleiroig

An 890-metre pedal path, a small surgical intervention that connects a range of neighbourhoods and key localities in Barcelona. The project aims to overcome barriers that have been built between natural spaces and the city and is located at one of the most crossroad points of the city. Designers created a gently sloping cycle lane in a rewilded, landscaped environment that acts as a vantage point over the city and connects the urban network of cycle lanes with the system of free spaces the nearby park.

Source: Arqa
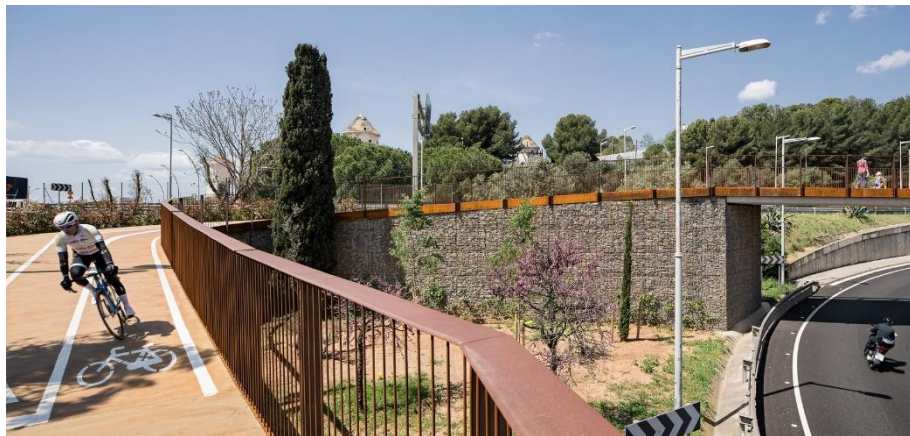
Source: Floor Nature

Source: Battleiroig

Source: Floor Nature

CASE STUDIES

Active travel

Public Realm

Programme

Coffee and Bikes

This parking facility at the heart of the TU Delft campus in the Netherlands accommodates 2100 bicycles and is combined with a bicycle workshop and a coffee facility. The project aims to transform a large bicycle storage into an attractive hangout spot. This was achieved by positioning the coffee bar and workshop facing a green slope, relating to the main square. Stairs also function as a gallery, overlooking the square. The second parking-level cantilevers, functioning as a canopy for the coffee bar. Several entrances and stairs generate attractivity and accessibility.

Source: Penccil

Source: Archdaily

Source: TU Delft Repository

Source: TU Delft

Source: Archdaily

CASE STUDIES

Active travel	Public Realm	Programme

Curtin Bicycle Hub

Through the provision of highly integrated, inclusive, and functional architecture, the built form narrative of the Curtin Bicycle Hub seamlessly integrates into the existing fabric, providing opportunities for activation for students, staff and visitors.

The green roof terrace landscape creates an adaptive and flexible space that allows for outdoor seating.

Source: World Buildings Directory

Source: The Guardian
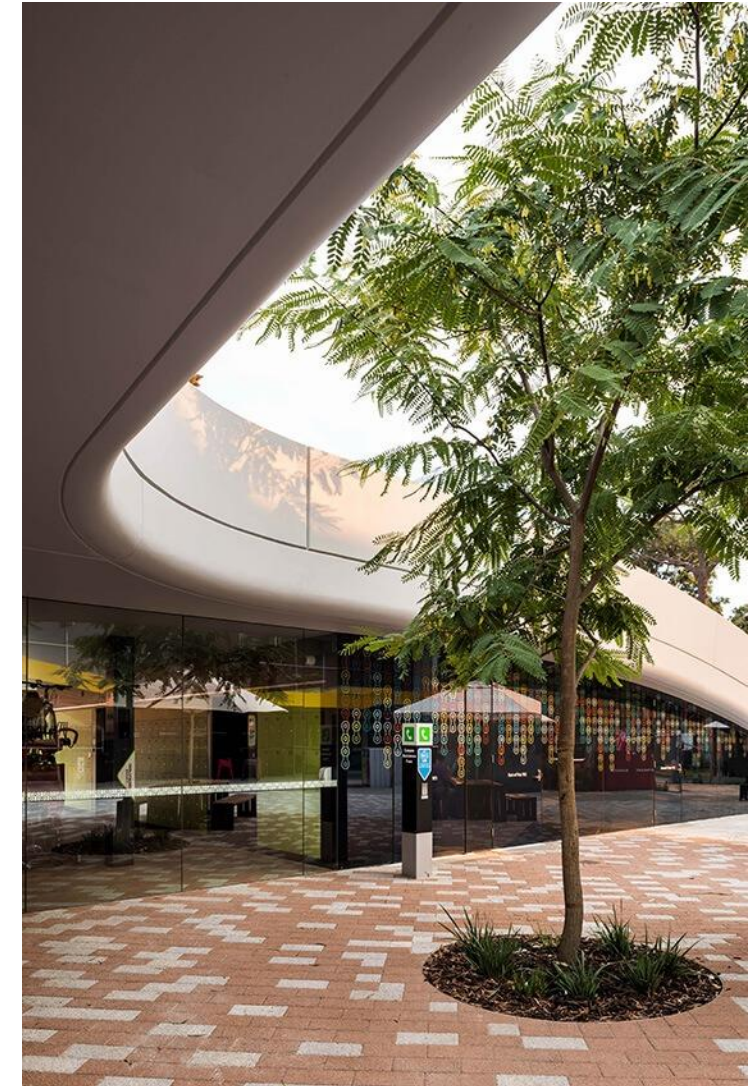
Source: World Buildings Directory

CASE STUDIES

Active travel

Public Realm

Cycling through Water

'Cycling through Water' is a unique cycling experience in Bokrijk, Belgium which you cycle more than 200 meters through a pond. The bike path opened in April 2016 and since then many cyclists and hikers have been able to experience this place with a beautiful and unique view over the landscape.

Source: Global Times

Source: Routiq

Source: Galseb

Source: Landzine

CASE STUDIES

Active travel

London Asphalt Art crossings; various designers

Colourful crossings can be a vibrant way of emphasising the importance of a pedestrian route crossing a road. These enhanced crossings are cost effective to deliver and could form part of a wider route, acting as a gateway or doormat to a particular destination such as a square, station or other building. Note that there could be challenges from an accessibility and inclusion perspective and so consultation should be carried out prior to considering this option.

Approx. cost per crossing: £10,000

Source: Dezeen
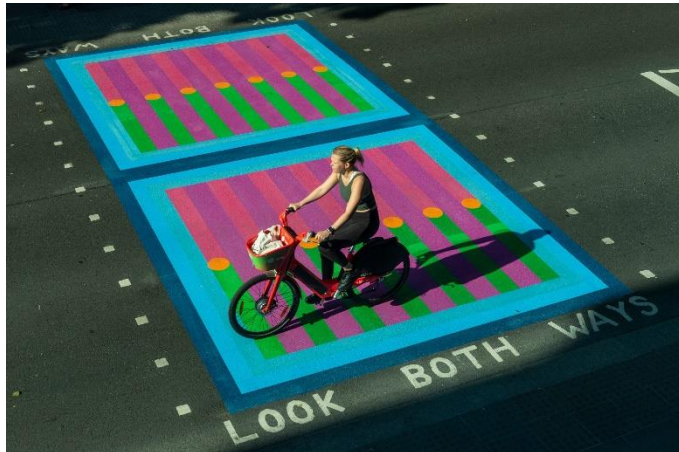
Source: Dezeen

Source: Spacehive

Source: Design Week

CASE STUDIES

Public Realm

Active travel

Superkilen Urban Park; architects: Topotek 1 + BIG Architects + Superflex; location: Copenhagen, Denmark

Colour and patterns can be used to enhance and emphasise key active travel routes or functions in a playful way. Carefully positioning outdoor furniture, feature planting and play grounds help to create points of interest and activity encouraging use and creating defensible space. This approach could be considered for squares, car parks and linear active travel infrastructure.

Source: Archdaily

Source: Dezeen
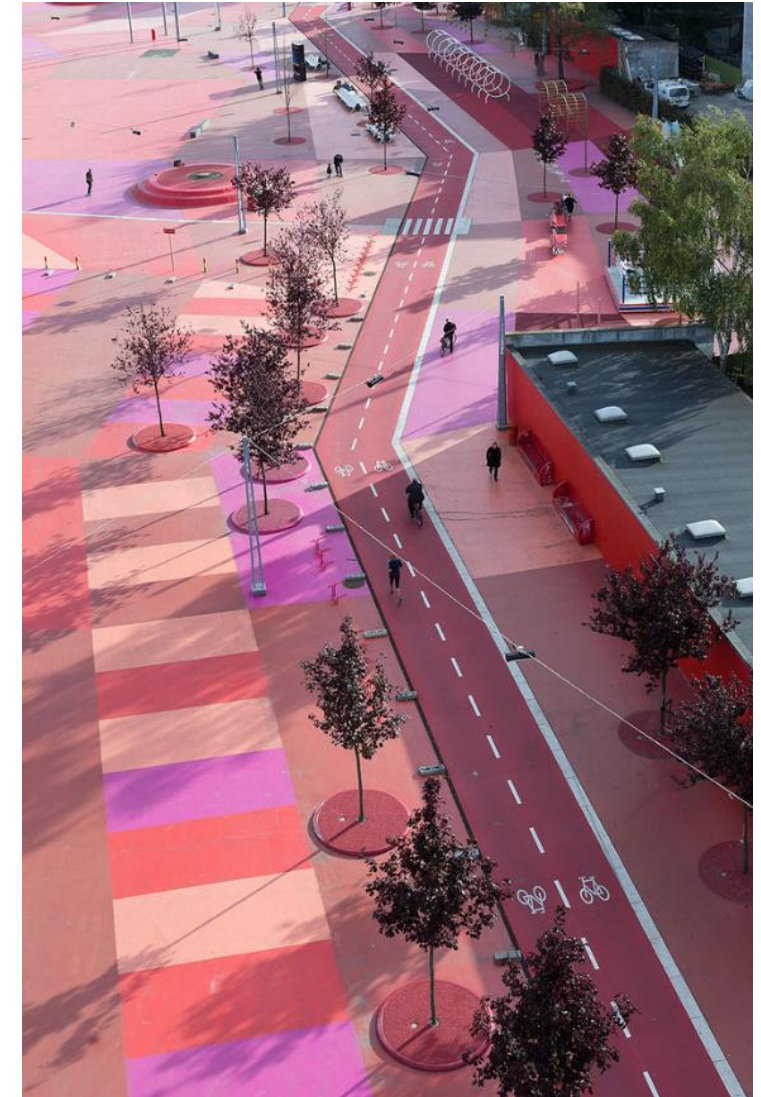
Source: Dezeen

CASE STUDIES

Lighting

Public Realm

Market Square – Lisburn by Paul Hogarth Architects

The aim of the improvements to Market Square – Lisburn was to dramatically improve the appearance of the square and raise the quality of the area.

Intervention included new paving, kerbing, resurfacing, signage and planting, bespoke elements include street furniture, street lighting and water features. An interactive LED dance floor displays various scenes throughout the day and when scheduled, the floor operates in interactive mode allowing the public to directly interact with the lighting through their presence.

Approx. cost: overall value of the scheme is £4.7 million

Source: Studio Tech

Source: Studio Tech

Source: Studio Tech

Source: Studio Tech

CASE STUDIES

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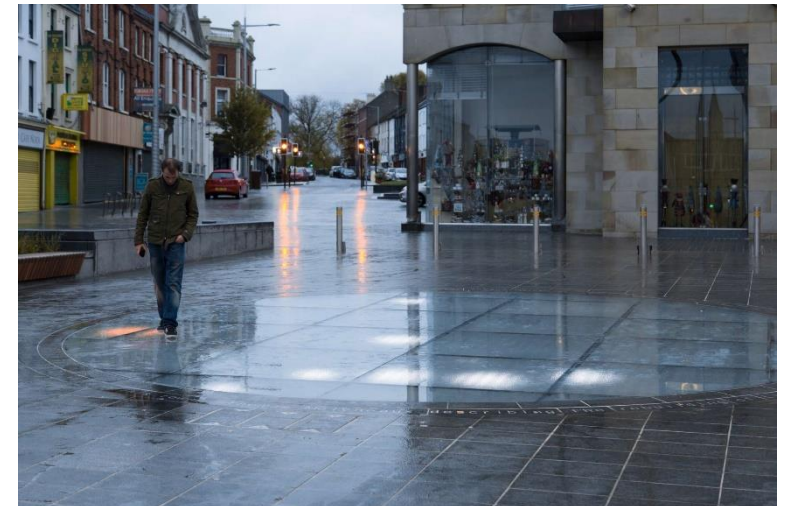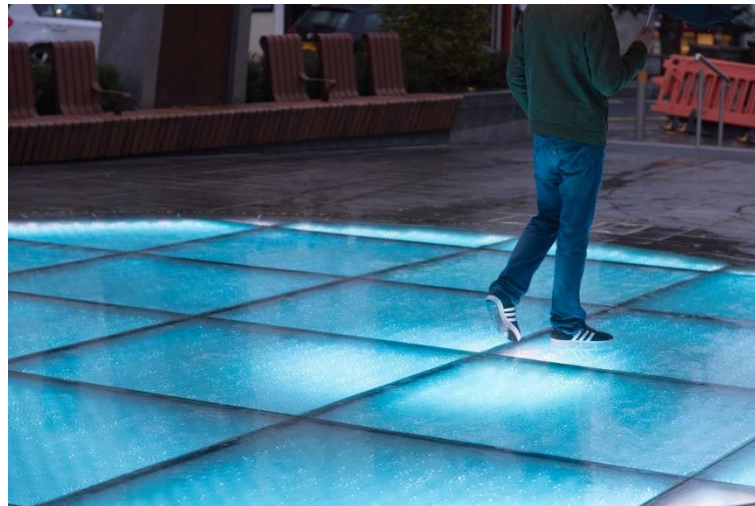
Lighting

Lighting is an important component to consider when encouraging the use of the towpath. Lighting can have several functions:
- Provides visibility at night time
- Increases the perception of safety and security
- Decorative and artistic

The Union Towpath Study produced for Scottish Canals provides some useful guidance to the types of lighting that should be considered at towpaths. Lighting levels take account of adjacent land uses, levels of ambient light, expected evening towpath use, wildlife requirements and key markers and features.

https://www.scottishcanals.co.uk/placemaking/edinburghs-union-canal-towpath-study/

Source: Harrison Stevens
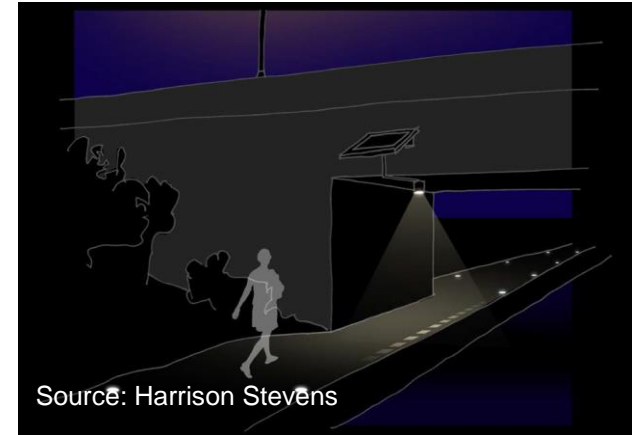
Source: Harrison Stevens

Source: Harrison Stevens

Source: Harrison Stevens

CASE STUDIES

Lighting

**The Queen Elizabeth Olympic Park lighting**, various designers

Adjacent to the canals and channels, different lighting strategies have been applied which reflect the expected use of the adjacent paths at night by people and wildlife. The images show how a combination of post lighting, architectural lighting and parapet lighting have been used to provide sufficient levels to navigate the park at the water's edge.

Source: Deposit Photos
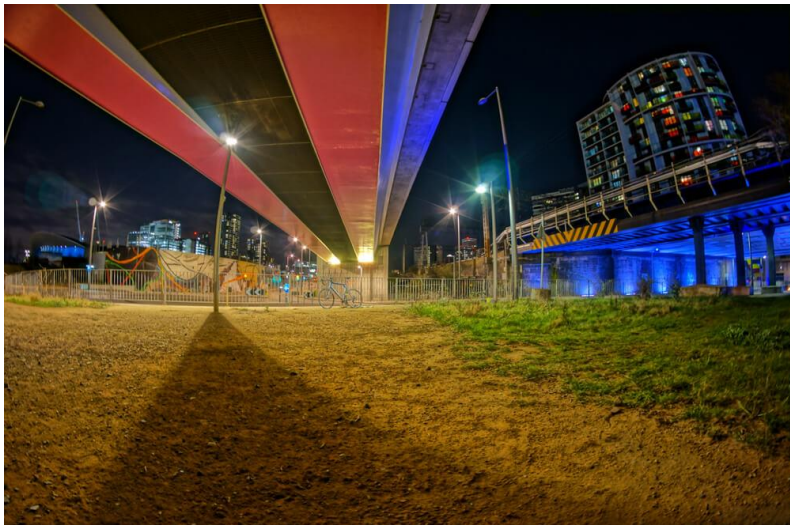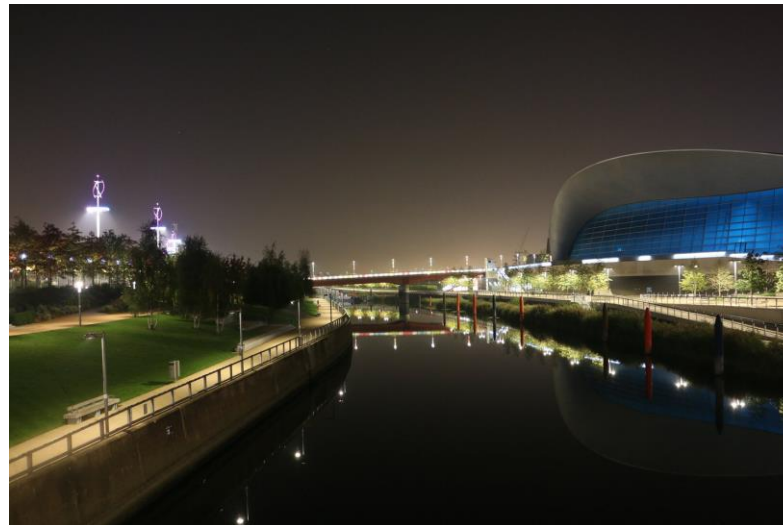
CASE STUDIES

Active travel

The Union Towpath Study

In Todmorden, the towpath provides a great alternative route for pedestrians and cyclists away from the congested roads with their narrow footways

It is important that adequate clear widths are provided to maintain safe operations and avoid conflicts along its length to keep the route attractive.

The Union Towpath Study produced for Scottish Canals provides some useful guidance for strategies and widths that should be considered such as retaining a clear width of at least 3m, extending path widths in busier sections and providing advisory and warning signage where widths are compromised.

https://www.scottishcanals.co.uk/placemaking/edinburghs-union-canal-towpath-study/

Source: Harrison Stevens

Source: Harrison Stevens

Source: Harrison Stevens

Source: Harrison Stevens

CASE STUDIES

Public Realm **Active travel**

Fountains Place, Poynton, Cheshire

As part of Poynton's regeneration, the busy junction separating the village centre from the church and railway station has been converted into shared space. The area has been resurfaced, pavements widened, and all traffic lights and curbs have been removed.

Design: Hamilton-Baillie Associates

Approx. Cost: £4m

Source: Eric Very

Source: Eric Very

CASE STUDIES

Public Realm

Active travel

Sheaf Square, Sheffield

The original dual four-lane carriageway (separated into two, two-lane detached roads) into a single two-lane carriageway and have given pedestrian priority by means of a wide crossing across the single carriage. Most importantly this has not reduced the vehicular traffic flow and is a good example of shifting to pedestrian priority. The surface treatment on the crossings matches that of the new pedestrian route linking the station with the city centre.

Source: Studio Tech

Source: Google Maps

Source: Studio Tech

Toolkit of intervention examples – Active Travel

Advanced cycle stop line	Parallel crossing	Zebra crossing	Raised table crossing
		(Beaconsfield town centre. Source: DfT)	
A stop line for cyclists at traffic signals marked beyond the stop line for general traffic. This helps bring priority to cyclists as they pull away in front of traffic. It also helps avoid issues of conflict with vehicles turning.	A crossing facility for pedestrian and cyclists which has priority over the road which it crosses, marked as a zebra crossing with a parallel priority cycleway.	A crossing facility for pedestrians marked with alternate black and white stripes which gives pedestrians priority. Once a pedestrian has indicated their intent to cross motorists and cyclists are obliged to stop.	A crossing that is raised above the road level. They help indicate pedestrian priority and encourage vehicles to slow down. They can be coupled with other crossing types mentioned in this section to show priority more clearly.

Pelican / Puffin crossing	Toucan crossing	Pegasus crossing	X crossing
A signal-controlled crossing for pedestrians. Pelican crossings are demanded by push buttons whereas Puffin crossings also incorporate intelligent detectors to determine when the crossing is clear.	An unsegregated signal-controlled crossing for pedestrians and cyclists, linking cycle track and footway systems on opposite sides of a carriageway.	A signal-controlled crossing for horse-riders, pedestrians and cyclists which uses far-side signal heads and a flashing amber/flashing green crossing period which is push demanded at a level for horse riders.	An all-red traffic signal phase that allows green time for pedestrians to cross at busy junctions in every direction, including diagonally, at the same time.

Toolkit key

🚶	Junctions and crossings
🛣️	Links
⛓️	Traffic management
🅿️	Parking and place
👥	Access and inclusion
⛰️	Hilly topography

Delineating	Bus gate	Contraflow cycle route	Cycle track
A physical feature that separates cyclist and pedestrian space, such as a kerb and/or a change in surface material.	A short section of road through which only buses, cyclists and other authorised vehicles can travel. They can operate 24/7, or on a time basis (e.g. during peak periods).	Infrastructure that allows cyclists to ride in the opposite direction to one-way motorised traffic, bringing more flexibility and convenience to this mode. It is best implemented by raising the route to footway level or via a protected lane at the road level.	A separated route specifically for cycles that runs alongside a road or street. It is distinguished by vertical barriers, coloured asphalt/paint and/or elevation differences.

Greenway	Footway	Shared use zone	Localised footway widening
 (Waddesdon Greenway, Buckinghamshire)			
A walking and cycle route through a greenfield area, completely separate from traffic. They are typically established along either a natural corridor or adjacent to other transport corridors. Greenways should be consistent in design and be	Footways should be wide enough to accommodate not just current but planned pedestrian demand (including families, wheelchair users, etc.), they should have quality paving and avoid street cluttering which disrupts flows.	An area or route open to the public that is separate from motorised traffic and is designated for the use of pedestrians, wheelchair users and cyclists.	Localised widening of the footway/cycle infrastructure. This can help allocate new street functions (e.g. seating, cycle parking, greenery and shade, etc.) and to aid on movement on challenging, hilly topography.

Toolkit key

- Junctions and crossings
- Links
- Traffic management
- Parking and place
- Access and inclusion
- Hilly topography

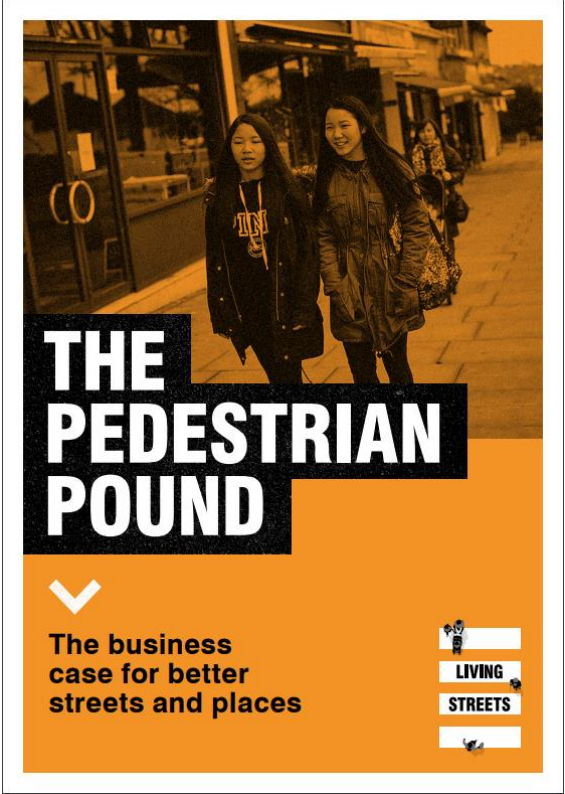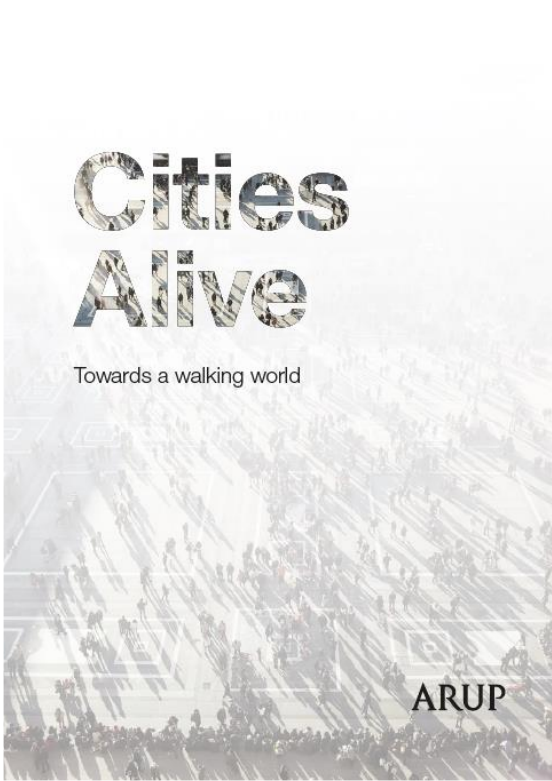| Public right of way	Quietway	Wayfinding and signage	Footway buildout
(source: Buckinghamshire Council)			
A route which the public has a legally protected right to travel along at all times. They are classified according to the nature of use, including footpaths, bridleways and byways.	Strategic walking and cycling routes which link key destinations using less heavily trafficked local streets, through parks, and along waterways or tree-lined streets. Usually supported by traffic calming measures (e.g. speed limits).	Wayfinding can be provided through user-friendly maps and fingerposts (including walking distance ranges and key landmarks), as well as through distinctive paving and other public realm interventions along key routes.	A section of footway extended out into the carriageway to reduce the crossing distance and improve visibility for pedestrians. It is also intended to limit the speed of vehicles.
Healthy neighbourhood	**Modal filter**	**Speed reduction**	**Traffic calming**
	(source: Aylesbury Garden Town LCWIP)		
An area of residential streets where through traffic is removed or reduced to provide a better, more liveable neighbourhood which supports walking and cycling while retaining local access for residents and visitors.	A road design feature that restricts access to through-traffic for motorised vehicles but allows the direct passage of walking and cycling, using planters or bollards. Fairford Leys, Aylesbury, is an	A section of carriageway or zone with a lower posted speed limit than the statutory speed limit.	Physical design (e.g. lane narrowing, speed bumps) and psychological measures (e.g. different surface material) which encourage motorists and cyclists to slow down along a specific section of road.

Toolkit key

Junctions and crossings

Links

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Car parking space reallocation	Cycle parking and storage	Street amenities	Parklets
	 (source: Aylesbury Garden Town)	 *(source: Aylesbury Garden Town)*	
Removal and repurposing of one or more parking bays to other modes. Examples of this include for widening footways, providing protected cycle infrastructure, parklets or cycle parking.	Must be secure, sufficient and convenient. It should be located at close proximity to businesses and other key attractors, and preferably at well-overlooked places. It must consider the needs of all users by catering for different types of cycles	Features that improve the experience of dwelling and moving through a street. They can include hard and soft infrastructure which brings functional, aesthetic or ecological value.	A small seating area or green space created as a public amenity on or alongside a footway, and usually in a former on-road parking space.
Resting points	**Public realm improvements**	**Lighting**	**Dropped kerb and tactile paving**
	 (source: Aylesbury Garden Town)		
A space for pedestrians and cyclists to rest without disrupting existing movement patterns. They are usually provided at regular intervals and can include seating, shelters, drinking fountains.	Measures to enhance the visual aesthetic and feel of an area. This includes greenery, street art, seating and other features to make public spaces more enjoyable.	Well-lit active travel infrastructure encourages and enables users to walk and cycle at all times of day, all year round.	Dropped kerbs facilitate non stepped access, usually between the footway and carriageway. These should be accompanied by tactile paving, which provides a distinctive, raised surface profile to be detected by both sighted and visually impaired users.

Towns Fund
Delivery Partner

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USEFUL REFERENCES – Active Travel