There are substantial health gains to be made by joining up built environment improvements with the public health agenda. This requires pedestrian and age-friendly principles to be embedded in all highways and urban design projects to reduce the speed and volume of traffic, promote green infrastructure, and produce environments that positively encourage walking and cycling.

**Pedestrian & cycle-friendly public realm**

**Where has it been achieved?**

- **Grey to Green (Phase 1), Sheffield**
  - Sheffield City Council with Amey, the University of Sheffield & Robert Bray Associates
  - An opportunity to create green infrastructure arose after a section of the city's inner ring road was downgraded. The main pedestrian route is separated from the remaining carriageway by a landscaped strip, which is planted with innovative perennial meadows. The EU-funded scheme also introduced sustainable urban drainage, a new public space, artwork and seating to help promote the area for visitors and business investment.

- **Derbyshire Street, Bethnal Green, Tower Hamlets Council & Greysmith Associates**
  - The eastern end of Derbyshire Street, Bethnal Green, was a dead-end road only used for car-parking, anti-social behaviour and fly-tipping. The design closes the road to vehicles and incorporates a cycle lane, new seating, covered bike racks and bin stores, a rain-garden (which captures rainwater from the adjacent buildings) and an area for café tables and chairs.

- **Poynton traffic calming & shared space, Hamilton Baillie Associates**
  - A major shared space project based on principles of narrowed carriageways, clearly marked pedestrian and cycle crossings, widened footways and signposted gateways. Extensive traffic modelling and consultation were carried out to ensure traffic volumes could be managed (while reducing congestion and speed). Reports of increased footfall by local businesses, although some disabled groups have reported issues with the scheme design.

- **Arun East Bank flood defences, Littlehampton, Environment Agency, Arun District Council & LDA Design**
  - The Arun East Bank project integrates new flood defences with public realm improvements. The design combines low ramps, pedestrian steps, timber seating terraces and planted slopes, creating an attractive and unified public realm, which has resulted in more age-friendly environment and brought more visitors to the town.

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- **Traffic calming, Town centre**
  - Many urban areas now aim for design speeds of 20mph or less in built-up areas. Design features to slow traffic include narrowing and repaving carriageways and junctions, using planters, and keeping some on-street parking to naturally slow traffic.

- **No-through roads**
  - Where practical, closing off or restricting through traffic can create quieter zones for new public spaces, rain gardens or car parking.

**Where has it been achieved?**

- **Green buffers**
  - Planted buffers can be introduced into the existing road network (e.g. by narrowing existing carriageways) to improve walking routes and to introduce biodiversity and sustainable urban drainage.

- **No-through roads**
  - Where possible, closing off or restricting through traffic can create quieter zones for new public spaces, rain gardens or car parking.

- **Pedestrian routes**
  - Priority for pedestrian improvements should be focused on where there is high pedestrian demand. Particular attention should be paid to busy routes to provide controlled crossings that prioritise pedestrian movement.

- **Segregated cycle routes**
  - Dedicated off-road cycle routes encourage people of all ages and abilities to travel by bike. In other parts of Europe, suitably designed cycle infrastructure is also used by mobility scooter users to safely and more successfully negotiate pedestrian areas.

- **Where has it been achieved?**
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