

Open data and tools for accessibility analysis

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ActDev BETA

Active travel in new developments

This website provides evidence on active travel provision and potential in and around planned and proposed development sites.

Explore the sites we've studied.

Current Go Active

A range of factors influence ease of access by walking and cycling. Distance to key destinations such as workplaces is relevant, but equally important is the type of roads that must be followed and the presence or absence of good quality walking and cycling infrastructure.

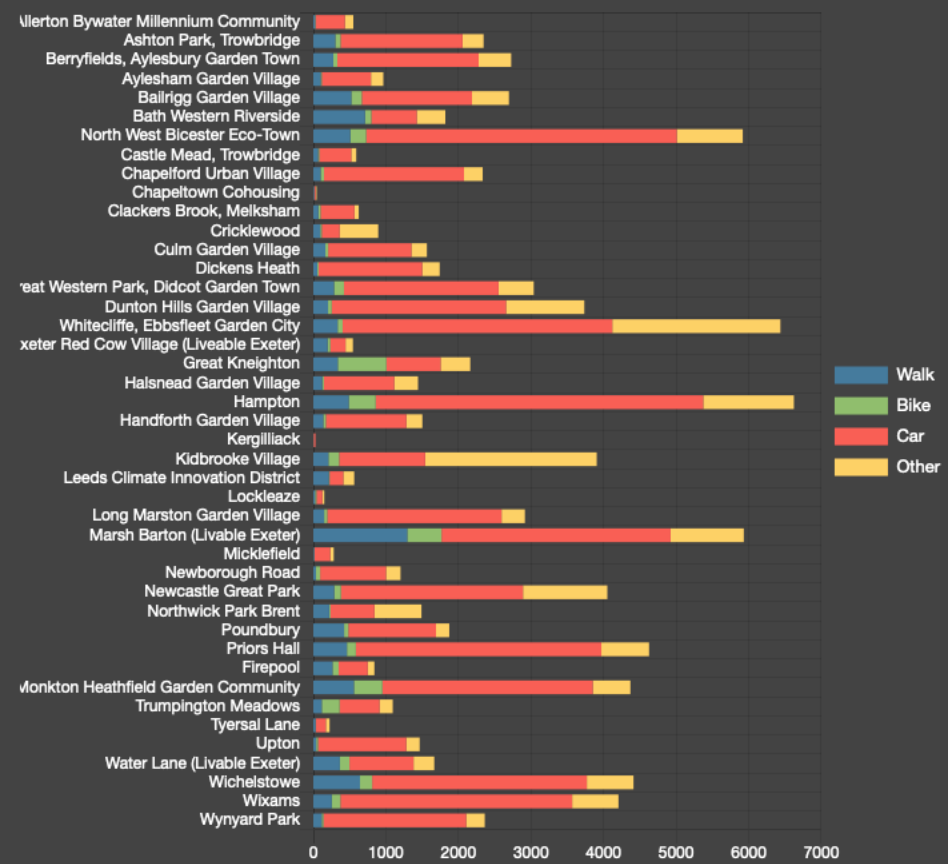
For case study sites, we have investigated measures affecting modal choice. These include the ratio of journey times/distances to local destinations by car as compared to by bicycle, the busyness of the roads, and the circuitry of the routes. We have also studied access to public transport nodes such as rail stations.

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Site data

Search for developments... +Q



Castle Mead, Trowbridge

This development in Wiltshire will contain **650 dwellings** when complete. The site has been completed.

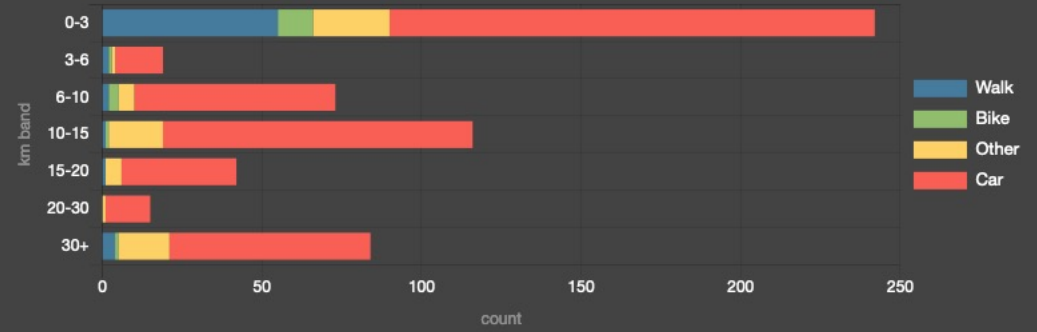
Current Go Active

The median commute distance is **6.2km**.
 In-site circuitry is **1.47**.

Planning application View simulation

13% active commuters **11%** walking **3%** cycling **74%** driving

Mode split transport

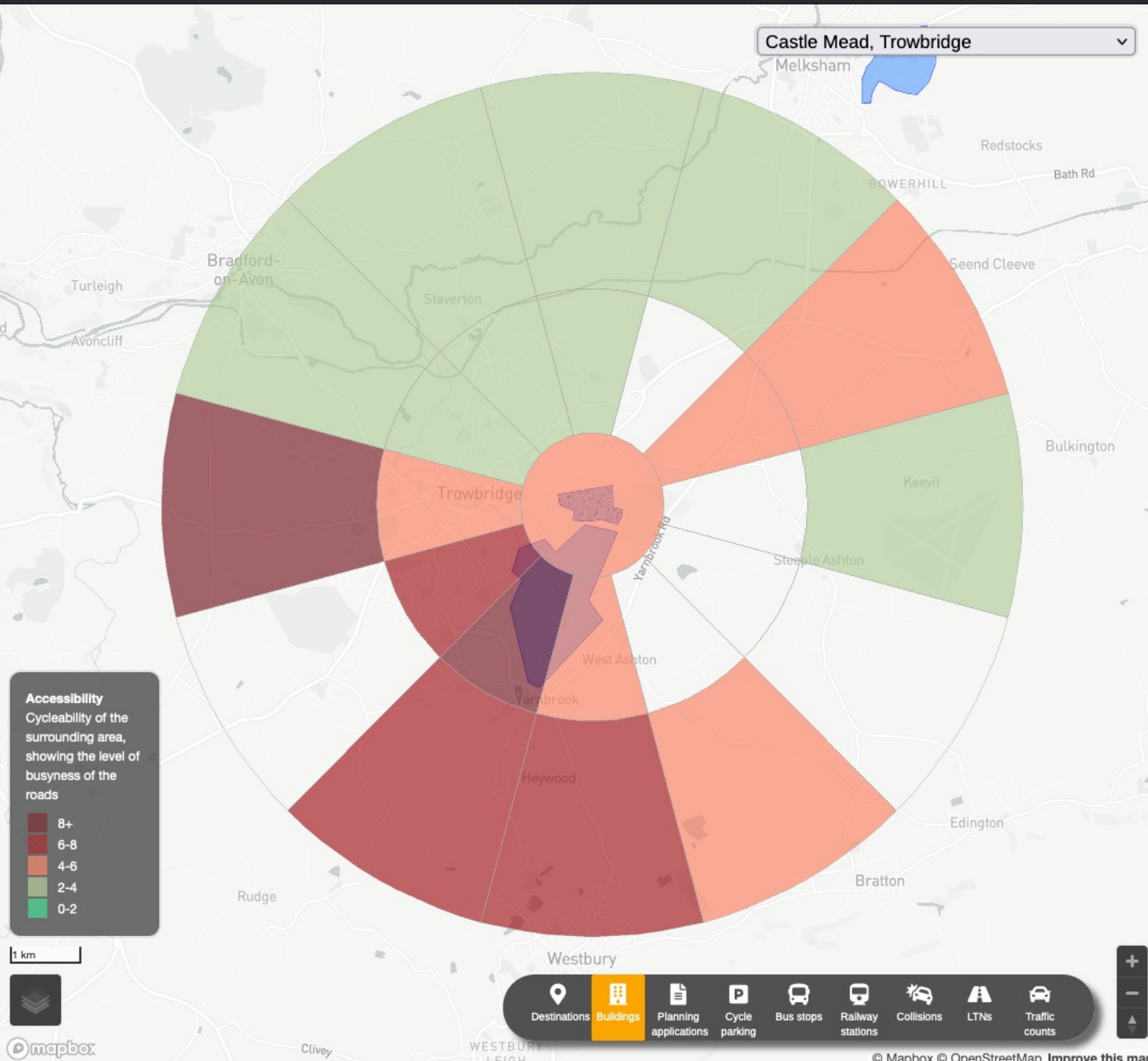


Site data

Desire lines
 Routes
 Route network
 In-site network
 Accessibility

Walking Walking Walking

Journey times



1 km



Destinations
 Buildings
 Planning applications
 Cycle parking
 Bus stops
 Railway stations
 Collisions
 LTNs
 Traffic counts

Participatory

Bias



Department
for Transport

Cycle Infrastructure Design

Local Transport Note 1/20
July 2020



Department
for Transport

Inclusive Mobility

A Guide to Best Practice on Access to
Pedestrian and Transport Infrastructure



December 2021

Local communities



OpenStreetMap

Local knowledge

Local infrastructure