

State of our Streets Campaign – the role for local authorities

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THE
PEDESTRIANS'
ASSOCIATION



Its Aims
and Objects



the pedestrians association



Established in 1929

Early successes: the first speed limits,
driving tests, driving licences and
zebra crossings

LIVING STREETS

PUTTING PEOPLE FIRST

From 1997...
The Billy Belisha era



Living Streets launched
in 2001

10 point manifesto

New positive vision of
streets that are shared
by all

Walk to School takes off



2008 onwards...



Safe, attractive and enjoyable streets

A strategy for Living Streets across the UK
2008 - 2013

What makes a Living Street?

- 1 Direct walking links to places people want to go
- 2 Clean and well maintained
- 3 Local shops and services within walking distance
- 4 Well-lit and safe, day and night
- 5 Attractive and interesting design
- 6 Space to play and relax
- 7 Well designed, clutter free pavements
- 8 Places for people, not just traffic
- 9 Local people involved in decision making
- 10 Maps and signs to make it easy to walk

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Street Life
WINTER 2009 WWW.LIVINGSTREETS.ORG.UK

NO FRIENDS? BLAME THE TRAFFIC
How social relationships are forced to take a back seat on heavily trafficked streets

NEEDS
The nation's favourite walking routes revealed! Holywood search for Living Streets Scotland's 10th birthday year! Help us celebrate in style!

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Background

- How better street management and maintenance policy and practice can help create safe, attractive, enjoyable streets
- Alongside design of streets management and maintenance of streets has a profound effect on the quality of the walking environment.



Background

- Street management and maintenance - visible public services delivered at local level
- Major concern for the public and a major reputational issue for local authorities
- 46% of 18-24 year olds and 51% of 25-34 year olds would walk more in their local area if the streets were safer and more attractive



Biggest concerns

- Litter and dog fouling (66%)
- Pavement parking (60%)
- Broken or cracked pavements (60%)
- Fly tipping, graffiti, abandoned cars (31%)
- Lack of street lighting (27%)



Themes

- **Prioritise customer service:** Service integration and new technology; feedback on reported problems; publish service standards
- **Work better together:** Officer champion for streetscene; quality audit approach; publish streets/urban realm strategy



Themes

- **Empower communities:** accountability senior councillor; involve communities in making budgetary decisions affecting the state of their streets
- **Share information:** working together to gather useful data; National Highways and Transport Network's Public Satisfaction Survey; LG Group survey questions



Themes

- **Set high standards:** Maintain standards for pavement inspection; maintenance and materials reflect equality between pedestrians and motor traffic
- **Protect the streetscape:** Permit schemes, lane rental, reinstatement powers; use of full powers for pavement parking, littering, dog fouling



Themes

- **Think long term:** advance planning of maintenance; permanent repairs as the first choice;
- **Places for people:** vulnerable road users priority; obstruction by bins; streets as places; benches and toilets; Community Street Audits



Themes

- **Boost local economies:** Recognise how better street management can help the local economy by making local centres more attractive to shoppers.
- **Create safer streets:** street lighting balances energy efficiency v perceived safety; key public transport hubs and routes are safe to walk; Lines of sight are clear



Summary

- Well maintained and attractive streets people tend to walk more, feel safer, support more local businesses and take more pride in their neighbourhoods.
- Poorly managed streets are dangerous, inconvenient, unattractive, bad for health and bad for business.



Thank you!

Report launch August 2012

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