# State of our Streets Campaign – the role for local authorities

Dr Kevin Golding-Williams
Public Affairs and Policy Manager









Its Aims and Objects







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

LIVING STREETS

PUTTING PEOPLE FIRST



2 Clean and well maintained

Well-lit and safe, day and night

Attractive and interesting design
Space to play and relax
Well designed, clutter free pavements

Places for people, not just traffic
 Local people involved in decision making
 Maps and signs to make it easy to walk

Local shops and services within walking distance

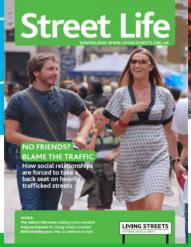


Safe, attractive and enjoyable streets

A strategy for Living Streets across the UK

2008 - 2013







LIVING STREETS

**PUTTING PEOPLE FIRST** 

## **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%)



 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



 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

- 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



 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



- 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

kevin.golding-williams@livingstreets.org.uk

