

Why Places Matter



This booklet has been written and published by Living Streets on behalf of the People and Places coalition, an alliance of the leading national organisations working to improve the quality of places and the public realm. Together, we provide a strong voice for a people-friendly, coordinated approach to the planning, design and management of streets and neighbourhoods across the UK.

Living Streets is the national charity working to create safe, attractive and enjoyable streets. For years, we've successfully worked with local authorities, residents and businesses to identify practical improvements which will create safe, attractive and enjoyable streets for everyone.

- We work with professionals and politicians to make sure every community can enjoy vibrant streets and public spaces. We want to see streets designed with the people who use them in mind.
- Together with local residents and businesses, we audit routes in cities, town centres and residential areas and making recommendations to improve them for all.
- We help businesses to improve the health and wellbeing of employees through writing and delivering effective travel plans and supporting initiatives to reduce carbon and promote active travel.

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Putting Place on the agenda

Place matters. It has a huge impact on our quality of life, on how we interact with each other and on the social, economic and environmental success and sustainability of our communities and neighbourhoods.

Now more than ever, planning and development, transport, housing and our high streets are high on the political agenda. Communities have been empowered with new rights to develop neighbourhood plans and to bid for, build and buy local assets. Local government is taking on a more strategic role in shaping places: acting on new powers to develop, working in partnership with private investors, and increasingly, enabling community-led planning and development processes to play a more integrated role in shaping neighbourhoods.

Undeniably, there are great challenges that come with the current economic climate and public budgets being squeezed. However, with these challenges comes the opportunity to think more creatively and holistically about place, about how we shape it, manage and maintain it.

Now is the time to think about how different public departments, different sectors and disciplines can work together with local people to shape places where people want to live, work and play.

This booklet challenges some of the common myths and barriers to better places, and signposts councillors and their communities to resources to help them achieve real local improvements through a more considered approach to place. ■



Myth #1:

**“Community participation
is a barrier to creating
better places”**

Designing quality places with communities

Let's not be afraid of drawing communities into the process of designing quality places. People have always shaped the places around them.

Yet for many, the notion of empowering communities to play a more active role in decision-making about how their neighbourhoods change and develop is associated with terms like NIMBYISM and THE USUAL SUSPECTS. Too often community participation is seen as an obstacle, not a resource to those leading development and regeneration.

Local people know how a place ticks. Those who live, work, study and play in an area, those who run businesses or organise local activities and services, those who teach our children and who manage and maintain our parks and streets, the local partnerships and networks; these all make up the community that shapes and is shaped by a neighbourhood. Collectively, they hold immense knowledge about a place, and influence over how it will change organically over time, for better or for worse.

We can give local people a role and stake in making places in a number of ways: community organisations taking a lead role in creating or changing a building, space, home or developing a neighbourhood plan; community organisations partnering with the local authority or a private interest group to transform a space or place; or as community stakeholders and advisors to a public or private sector scheme that affects them.

The 2011 Localism Act recognises that the participation of local people adds value to creating places. The act introduced a new set of rights for communities including neighbourhood planning, which allows communities – residents, employees and businesses

– through a local parish council or neighbourhood forum, to say where they think new houses, businesses and infrastructure should go and what their place should look like. And there is an appetite for it – 65% of the members of **Civic Voice** want to take forward a neighbourhood plan and 47 civic societies are actively involved.

Working with and on the behalf of local communities is further embedded in policy with the introduction of the 2012 Social Value Act. Public bodies are now legally obliged to consider how the provision of services, hire of goods or carrying out of works might improve the economic, social and environmental well-being of their community.

Whether led by communities, the public or the private sector, participatory design/planning creates the opportunity for a broad spectrum of people to work together to develop a shared vision for their area. It engages people in a variety of ways, with an understanding that different people have different time and contributions to offer. It recognises that though people are diverse, when brought together to make decisions, they find that they have more in common than not.

Participatory design builds on shared aspirations and concerns to tackle conflicting ones. Most importantly, it allows us to make the best use of the skills, resources and creativity that everyone brings to the table. The outcome is a collective investment in more socially, economically and environmentally sustainable places.

Organisations like **The Glass-House Community Led Design**, **The Design Council** and **English Heritage** provide advice, tools and practical support on community led and participatory design and neighbourhood planning. They act as independent enablers, helping community groups, town and parish councils and local authorities to

work together to design better places that enhance social, economic and environmental value. Find out more in the resources section at the end of this booklet. ■



Myth #2:

**“We don’t have to worry
about the past, we want
something new”**

Valuing local distinctiveness and character

The character of the place in which we live is rooted in its past and this gives every place its identity. It is vital to consider the character of an area in place-making because it helps us understand what makes a place distinctive, attractive and interesting to live in. Considering the heritage and uniqueness of an area in development is the key to halting the spread of clone high streets and identikit housing developments that are nowhere and everywhere.

The uniqueness of each place given to it by the quirks of history is core to our sense of personal and community identity and helps people to be proud of where they live. Including heritage in our consideration of how places look and function is not about being stuck in the past. Knowledge of a place’s history helps a community understand how it has changed – sometimes dramatically – over time. This can stimulate ideas for future actions and help to guide them.

Understanding what is there and what is locally valued, will help to ensure that new development, new buildings or redesigned open spaces, fits in with and enhances what is already there. Find out what is important to your community, for example, by using a PLACECHECK exercise. Gather friends and residents together and ask three simple questions: what do you like about your area; what don’t you like about your area and; what would you change?

Every local authority in England has a Historic Environment Record of all the important buildings and spaces in its area whether they are protected or not. Over 50% of England’s local authority historic records can now be accessed through the Heritage Gateway website.

Streetscapes should reflect what makes each place special, such as: local landscape, local building materials and traditional detailing. It is helpful to identify streetscape elements of historic, cultural or social value and to review whether other elements are necessary. Redundant items should be removed, and the design of essential items considered in the context of the local environment.

Take time to look at your streets, why not find out how cluttered they are using **English Heritage's** interactive street design tool? The weblink to this site, the Heritage Gateway and PLACECHECK are available in the resources section at the end of this booklet. ■



Myth #3:

“We can’t please everyone”

Sharing inclusive and accessible streets

We use our streets every day, but they are not always places everyone can use. In order to be inclusive and accessible they have to meet a variety of needs. Well managed and maintained streets, paths and parks impact directly on people’s experience and perceptions of where they live, and are a key driver of public satisfaction.¹

The 2010 Equality Act requires public authorities and service providers to make “reasonable adjustments” to allow disabled people access to local goods and services. Badly designed, cluttered streets with inadequate formal and informal pedestrian crossings are more difficult to navigate for people who use wheelchairs, people with diminished vision, cannot hear well or who move more slowly.

Clutter is any item of street furniture that is not needed, does not have value and can be removed – it includes pedestrian and traffic signs, utility boxes, phone boxes, litter bins, bollards and guard railing. Temporary obstacles such as advertising boards, café furniture, wheelie bins and parking on pavements can be a problem for everyone, but especially for blind and partially sighted people.²

Problems with crossings include: not enough time to cross, lengthy waiting times, not enough crossing points, crossings that are not placed where pedestrians want to cross, are badly designed or maintained.

Living Streets works with local residents and businesses to audit streets in cities, town centres and residential areas and makes recommendations to improve them for all. It campaigns for safe, attractive and enjoyable streets, free from clutter and designed with people in mind.

¹ New Local Government Network (2009) *The word on the Streetscene*

² Guide Dogs (2012) *Street Clutter Survey*

Age UK campaigns for age-friendly neighbourhoods to be adopted by all local authorities, allowing older people to play an active part in their community. 'Lifetime neighbourhoods' offer a good quality of life to all generations and will be increasingly important in our ageing society. In contrast, problems such as obstructions (above), poor lighting, lack of benches, public toilets or cracked and potholed pavements can take away older peoples' confidence and stop them from going out. Find out more about how you can get involved locally in the resources section at the end of this booklet. ■



Myth #4:

“You have to go to the gym to get fit”

Encouraging active, healthy people

The **transfer of responsibility** for public health to local authorities will encourage many councils to think about how to encourage people of all ages to be more physically active. Promoting more walking and cycling (active travel) offers an obvious solution – and it is just as effective as going to the gym!

Walking (and cycling for longer journeys) should be the natural choice for short journeys to get to work, school or the shops. It is inexpensive, sociable and, of course, it is good for your health. NICE guidance published in 2012 highlights some of the benefits of walking and cycling, such as:

- reducing the risk of coronary heart disease, stroke, cancer, obesity and type 2 diabetes;
- keeping the musculoskeletal system healthy, and;
- promoting mental wellbeing.

Cardiovascular disease has been estimated to cost the UK economy £29 billion a year in care costs and lost productivity.¹ This is eclipsed by the cost of mental health problems – an estimated £105 billion in 2009-2010 in care costs, lost productivity and reductions in quality of life.²

In contrast, being outside and having access to green space positively impacts on mental health. Responses to nature include feelings of pleasure and a reduction in anxiety. Moderate activity is as successful at treating depression as medication.³

¹ Luengo-Fernández, R et al (2006) *Cost of cardiovascular diseases in the United Kingdom*, Heart vol. 92, 1384–1389

² Guide Dogs (2012) *Street Clutter Survey*

³ CABI (2010) *Community green: using local spaces to tackle inequality and improve health*

Barriers to walking and cycling may be behavioural; it can be difficult to change our habits. They may equally relate to people's perceptions of safety or the level of risk involved, whether it is fear of empty poorly lit streets or of busy roads. Barriers can also be social – boarded up windows, graffiti, rubbish, all hallmarks of deprived neighbourhoods, can act as daily reminders of social exclusion.¹

However, there are many ways to make places better for walking. These include street cleansing, calming traffic, improving crossings, reallocating and sharing spaces, reducing speed limits and identifying safe routes to schools. Indeed streets should be better for walking – Department for Transport approved design guidance Manual for Streets (MfS) and MfS2 place pedestrians, then cyclists, at the top of the road user hierarchy.

People who depend the most on walking or cycling to get around face the most barriers. Half of low income families in the UK do not own a car² and may depend on walking for access to key services. For those unable to drive because of age, disability, illness or through choice, walking and cycling can also provide a lifeline. Investing in better streets and places to promote active travel can bring not only health benefits, but tackle social inequalities too.

This really matters when some of the most disadvantaged groups in society are also the most inactive³ and live on the worst streets. People in low income communities tend to face greater risks of being killed or seriously injured on the roads.⁴ The most deprived 10% of areas in England experience the worst air quality, including on average 41% higher concentrations of nitrogen dioxide from transport and industry.⁵ ■

¹ Green, J. (2009) 'Walk this way': Public health and the social organisation of walking
Social Theory and health vol. 7, 1, 20–28

² DfT National Travel Survey 2011

³ Sustrans information sheet FH12: Active travel and health inequalities

⁴ Campaign for Better Transport (2012) *Transport, accessibility and social exclusion – summary report*

⁵ Walker et al (2003) *Environmental Quality & Social Deprivation – Phase II: National Analysis of Flood Hazard, IPC Industries and air quality*



Myth #5:

“20 mph is not enforceable”

Living in safe and friendly neighbourhoods

Police and Crime Commissioners now have the budget and responsibility for identifying policing priorities for their local areas. For the first time they will be held to public account. Working in partnership with local authorities and communities, the police have a key role to play in tackling anti-social behaviour and reducing traffic speeds – to bring our streets and public places to life.

The quality of our places, and how well they are managed and maintained, makes a huge difference to how safe people feel and to how they behave. Research suggests that “litter, rubbish and fly-tipping are key manifestations of anti-social behaviour and, in turn, the fear of crime”.¹ Low-level environmental crimes such as graffiti and vandalism have a negative impact on our quality of life.

The physical spaces that people move through, the streetscapes and activities that they support also play an important role. We should not be designing out formal or informal places for people to meet and linger. Active street frontages, with mixed uses that span different times of the day and evening, feel safer than empty, isolated streets. Well planned pedestrian, cycle and traffic routes that plan for the interaction of pedestrians and vehicles, make for safer transitions between spaces. **CABE**² have researched the link between streets design and crime.

In 2009, 50% of primary school aged children and 38%³ of secondary school aged children walked to school, this is down from 62% in 1991.⁴ Of those walking, the majority of children aged 7–10 were accompanied by an adult because of traffic danger (58%) and fear of assault or molestation (29%).⁵

¹ New Local Government Network (2009) *The word on the Streetscene*

² Commission for Architecture and the Built Environment, merged with the Design Council in 2011.

³ Office of National Statistics (2011) *Transport, social trends*, 41

⁴ Office of National Statistics (2010) *Transport, social trends*, 40

⁵ Office of National Statistics (2010) *Ibid.*

Better street-lighting, investment in street-cleaning and dealing with low-level nuisance can help us feel safer and take pride in our neighbourhoods. **Living Streets'** Community Street Audits are a proven way to evaluate the quality of streets and identify improvements, from the viewpoint of the people who use them. Many streets could also benefit from becoming a **Sustrans'** 'DIY street', involving small changes or a larger-scale redesign to create safer, more enjoyable places to be. For more information about how to take part, turn to the resources section at the back of this booklet.

Consensus is emerging that the single most effective measure to improve our walking environment and populate our streets is to introduce lower speed limits. 20mph limits and zones reduce noise, pollution and road danger. A pedestrian struck at 20 mph has a 97% chance of survival whilst this falls to 80% at 30 mph and 50% at 35 mph.¹ Go to the resources page to find out more about how **Living Streets** and **Sustrans** support the **GO 20** campaign. ■



¹ This is according to Royal Society for the Prevention of Accidents.



Myth #6:

“Parking is the answer to local high streets’ regeneration”

Growing thriving local shops and services

The last few years have seen a welcome focus on high streets and town centres. These are places characterised by a mix of buildings, streets, and public spaces serving different uses and activities. Mary Portas¹ reminded us that “our high streets can be lively, dynamic, exciting and social places that give a sense of belonging and trust to a community”. Unfortunately, the reality for many places is that, after years of gradual decline, investment and people have gone elsewhere.

Nevertheless, some things remain the same. Despite the move towards out of town outlets, internet shopping and now smart phone commerce, people still like to get together, to socialise and feel part of a community. This is why our high streets really matter and why they have always been at the heart of where we live. Find out more about how to save our town centres from **Living Streets**, **Civic Voice** and **English Heritage** in the resources section at the end of this booklet.

Some of the things that are wrong are obvious. For example, too many high streets are treated as corridors for cars rather than places for people. Pedestrians have insufficient space, even though they often make up the majority of the ‘traffic’ on the street. Both pedestrians and cyclists are put off by poor air quality and the speed and density of motor traffic. Poorly reinstated street works cost councils, local traders and inconvenience everyone.

People arriving on foot visit more shops and spend more money than people travelling by other modes. For instance, a study in Bristol found that retailers on a local high street overestimated the proportion of shoppers arriving by car by almost double at 41%, compared with the actual proportion of 22%. In fact, over half of the shoppers had arrived there by foot, and more had arrived by bus and cycle than estimated by retailers. Pedestrians tended to visit more shops than those arriving by car.²

¹ Mary Portas (2011) *The Portas Review: An independent review into the future of our high streets* jointly commissioned by Communities and Local Government and Business Innovation and Skills

² Living Streets (2011) *Making the Case for Investment in the Walking Environment: a review of the evidence*, a report for Living Streets by University of West of England and Cavill Associates

Similarly, Transport for London's Town Centres Survey 2003–4 found that people walking to a town centre spent an average of £91 per week in the area, as compared to £64 for car drivers or passengers, while bus users spent just £1 less per week than those arriving by car.¹

This suggests that investing in local schemes to improve our high streets and public places – and publicising the schemes by organising activities to get people out and about enjoying their streets – can deliver economic, social, health and environmental dividends.

Shops, banks, local pubs, health centres, libraries and places of worship all provide important facilities for their local community. Changing uses of vacant buildings show how easily this diversity can be undermined, especially in more deprived areas. Find out more from **The Glass-House** about rethinking buildings for community use.² The proliferation of Betting shops is a good example – on average across England and Wales for every percentage point increase in unemployed claimants in a local authority, the number of bookmakers in that local authority increases by 20%.³ Temporary uses for buildings and spaces, such as 'pop-up' cafés, galleries and shops, help to keep places active, test ideas and give communities opportunities to inject project based activities into the life of the high street.⁴

In the future, we will all have to work much closer together to safeguard the places where we live, work, shop and play. Communities now have the right to identify local assets of community value, like pubs, and to bid for them should they come up for sale. Furthermore, the community "right to challenge" allows voluntary and community groups, charities, parish councils and local authority staff to bid to run local authority services. ■

¹ TFL (2004) *Town Centres Survey 2003–4*, prepared by Accent Marketing and Research for TfL Surface Transport

² The Glass-House publication '*Making Buildings Work for your Community*' is listed in the resources section of this booklet.

³ <http://map.geofutures.com/dispatches/cutting/22/GeofuturesBackgroundAnalysis.pdf>

⁴ DCLG (2012) *Re-imagining urban spaces to help revitalise our high streets*



Myth #7:

**“Public gardens and parks
are a luxury”**

Enjoying greener spaces

In 2007, 91% of people thought it was very or fairly important to have green spaces near to where they live, and by 2009 this had risen to 95%.¹ People recognise the benefits of using green space.

A survey by **CABE** found that improving the quality of local green spaces will encourage more active use and exercise. Overall, if their local green space were made more pleasant and they began to use it more, 60% thought it would improve their overall physical health, 48% thought it could improve their mental health, and 46% thought it would make them feel better about their relationships with family and friends. British Indian interviewees reported the highest perceived benefits of better local green space.²

Good quality, accessible green space has been shown to have a direct link to our health. For example: increased life expectancy and reduced health inequality; improvements in levels of physical activity and health, and; reduce stress and improve mental well-being. Communities with more parks on their doorstep have been shown to have significantly higher levels of walking and cycling for transportation – which has clear benefits for public health and the environment.³

Keep Britain Tidy and its sister charities⁴ aim to increase the number of well-managed parks and other green spaces throughout the UK through the Green Flag Award Scheme. The scheme benchmarks national standards, and recognises and rewards the best green spaces in the country.

Parks, gardens, verges, planters and street trees all enhance and add to the enjoyment of public places. Street trees help to define spaces, they are good for wildlife, keep us cool in summer and absorb air

¹ CABE (2010). *Urban green nation: Building the evidence base*

² Results in: CABE (2010) *Community green: using local spaces to tackle inequality and improve health*

³ Forest Research (2005) *Benefits of green infrastructure*

⁴ Keep Wales Tidy, Tidy Northern Ireland and Keep Scotland Beautiful.

pollution. This 'green infrastructure' is proving to be more and more important. In addition to removing carbon dioxide from the air (combating climate change), sustainable urban drainage systems can be used to reduce the risk of flooding. ■

Conclusions

Far from being a barrier to development, community participation in designing and shaping neighbourhoods provides an opportunity to create more socially, economically and environmentally sustainable places. People, past and present, have always shaped the places around them and this heritage is an important part of our individual and communal identity.

Great places are about meeting a variety of needs, especially as we get older and for people with mobility issues. Encouraging walking and cycling, through our streets and neighbourhoods can make us healthier and happier – and investing in better places where people rely on walking and cycling can tackle social inequalities too.

Perhaps the single most effective measure to improve our walking and cycling environment and populate our streets is to introduce 20 mph speed limits. Our high streets are under threat and changing, but this provides space for new ideas to 'pop-up' and reinvigorate our public spaces.

Quality places and green spaces should not be a luxury – they are really crucial to the social, economic and environmental success of our neighbourhoods. The good news is that, despite the economic challenges there are opportunities for communities and councils to make their places better. We are here to help you. ■

Resources:

Information

Read Glass-House **case studies** on a range of projects which have had community participation at their heart:

www.theglasshouse.org.uk/project-showcase

A guide from the Asset Transfer Unit by The Glass-House Community Led Design, '**Making Buildings Work for Your Community: Design, Refurbishment and Retrofit**' provides practical advice and top tips to help groups create the best possible facility for their community www.theglasshouse.org.uk/buildings-resources

To consider **local heritage and the historic environment's** role in neighbourhood planning visit www.english-heritage.org.uk/caring/get-involved/improving-your-neighbourhood

To find out more about the **history of your place** visit www.heritagegateway.org.uk/Gateway

Streets for all – English Heritage streetscape manuals for English regions: www.english-heritage.org.uk/professional/advice/advice-by-topic/planning-and-transport/streets-for-all/regional-documents

Find out more about the **role of local government** in the preservation and protection of our historic environment at www.helm.org.uk

To find out more about how Age UK is working to achieve **age friendly neighbourhoods**, visit: www.ageuk.org.uk/professional-resources-home/policy/communities-and-inclusion

To read more about **street design from a pedestrian perspective** read Living Streets' Naked Streets Policy briefing www.livingstreets.org.uk/policylibrary

Tools

To find out about the importance of high quality public places see Living Streets' report '**Making the case for investment in the walking environment**' here www.livingstreets.org.uk/makingthecase

CABE has researched links between **street design and crime** www.designcouncil.org.uk/our-work/CABE/Localism-and-planning/Understanding-the-crime-experience-of-new-housing-schemes

Keep Britain Tidy regularly conducts research into the public's perceptions of the places they live, work and visit. To see how residents' expectations for their local areas compares with actual standards of cleanliness, please see our research report entitled **The View from the Street** by going to www.keepbritaintidy.org/research/reports

For more information on neighbourhood planning toolkits look at CABE's resource page www.designcouncil.org.uk/our-work/CABE/Localism-and-planning/Neighbourhood-planning-toolkits-and-guidance

To find out more about the **PLACECHECK** evaluation visit www.placecheck.info

Interactive street design tool www.english-heritage.org.uk/caring/heritage-at-risk/conservation-areas-at-risk/interactive

Building in Context is a training programme developed by CABE and English Heritage to give decision makers the tools to recognise how projects can respond well to their surroundings www.building-in-context.org

Campaigns

The **GO 20** Campaign supports the adoption of 20 mph speed limits across the UK
<http://go20.org>

Guide Dogs Streets Ahead campaign addresses issues affecting blind and visually impaired people
www.guidedogs.org.uk/supportus/campaigns/streets-ahead

Facilitation

Living Streets' **Community Street Audits** bring together local people's knowledge of their own neighbourhoods with the expertise of Living Streets to identify the issues and challenges and generate realistic and achievable options and ideas for improving the local areas. To find out more visit
www.livingstreets.org.uk/professionals/working-with-communities/community-street-audits

Sustrans' 'improving streets' service (**DIY streets**) brings communities together to help them redesign their streets to make them safer and more attractive places to live, where people come first. Their work covers residential streets, high streets, schools and villages. To find out more visit
<http://www.sustrans.org.uk/our-services/what-we-do/improving-streets>

Local action

To find out more about Civic Voice and its work with the civic movement go to
www.civicvoice.org.uk
 It includes details of how to join and contact details for local civic societies.

Join a Living Streets Local Group or tell us about your campaigns on the Campaign Hub:
www.livingstreets.org.uk/make-a-change/local-action

Get involved and have your say by joining your local older people's forum
www.ageuk.org.uk/get-involved/social-groups/older-peoples-forums

The Keep Britain Tidy Network brings together organisations with a common purpose to make places better through sharing knowledge and experiences, and by offering opportunities to make a difference
www.keepbritaintidy.org/network

Funding

Locality is providing support and grants to hundreds of areas across the country to help create neighbourhood plans, with a £9.5m fund available
<http://mycommunityrights.org.uk/neighbourhood-planning>

Other useful resources

Planning advice for individuals and communities – Planning Aid England will work directly with neighbourhood planning groups to provide support, advice and professional input to the plans being prepared by those communities.

www.rtpi.org.uk/planning-aid

The Town and Country Planning Association has just published a guide for councils on **creating garden cities and suburbs** today available for download here www.tcpa.org.uk/pages/creating-garden-cities-and-suburbs-today-a-guide-for-councils.html

Share your experience of **community led design** here www.communitydesignexchange.org

Find information about the **2012 Social Value Act** here www.navca.org.uk/social-value-bill

For more information on **inclusive design** contact the Centre for Accessible Design www.cae.org.uk

Age UK is the UK's largest charity working with and for older people. Age UK's aim is to improve later life for everyone by providing information and advice, life-enhancing services and vital support. www.ageuk.org.uk

Civic Voice is the national charity for the civic movement and supports civic societies as a national movement for quality of place. We believe everyone should live somewhere they can be proud of. www.civicvoice.org.uk

The Design Council champions great design for ordinary people, to improve lives. We inspire new design thinking, encourage public debate and inform government policy to improve everyday life. www.designcouncil.org.uk

English Heritage champions our historic places and advises the Government and others to help today's generation get the best out of our heritage and ensure that it is protected for future generations. www.english-heritage.org.uk

The Glass-House Community Led Design is a national charity supporting and promoting public participation and leadership in the design of the built environment. www.theglasshouse.org.uk

Keep Britain Tidy is an environmental charity and the anti-litter campaign for England. We run programmes such as Eco-Schools, Blue Flag and Quality Coast Awards for beaches, and the Green Flag for parks to demonstrate practical action. www.keeppbritaintidy.org

Living Streets is the national charity for pedestrians campaigning, delivering projects and providing services for safe, attractive and enjoyable streets where people want to walk. www.livingstreets.org.uk

Sustrans is a leading charity enabling people to choose healthier, cleaner and cheaper journeys and enjoy better, safer spaces where they live. www.sustrans.org.uk



Living Streets is the national charity working to create safe, attractive and enjoyable streets around the UK.

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