

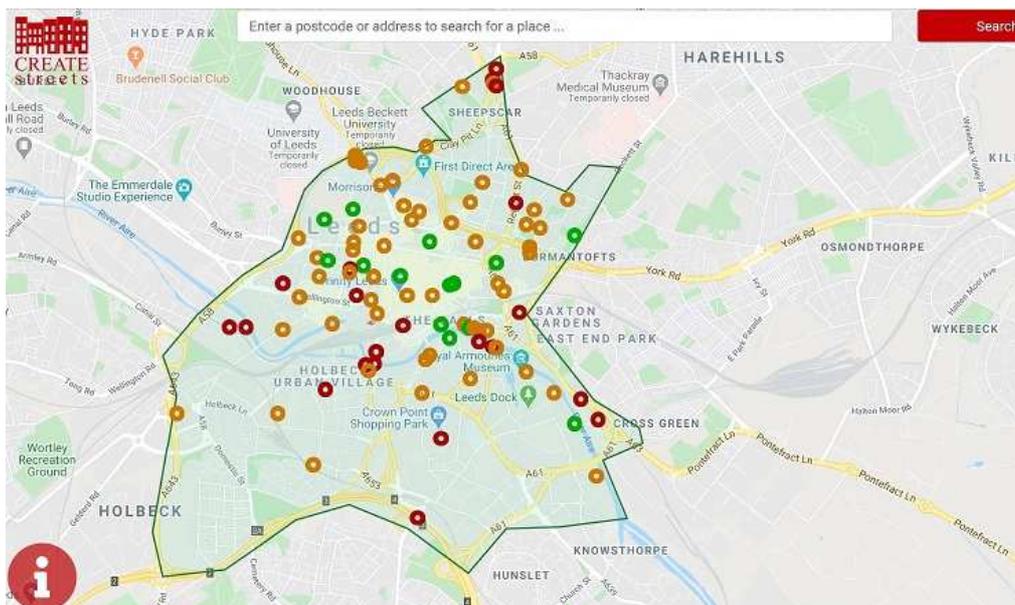
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## Create Streets Newsletter

Summer 2020

Hello from everyone at Create Streets. What a strange and unsettling few months it has been. We hope that everyone who follows our work has kept well and managed to benefit a little from the modest silver linings of the pandemic. Heaven knows, there has been enough to worry about but there's hope for the future as well with an increasing focus on more liveable streets and cleaner air. Here's a little of what we've been up to...



### How can we improve streets for 'life after lockdown'?

#### Successful pilot of our online mapping platform for community engagement

The lockdown has challenged us to think differently about how we interact with each other in every walk of life. Community engagement is no different. In May we launched our new **Create Communities** online mapping platform with a pilot in Leeds.

Our **LeedsAfterLockdown** survey crowd-sourced suggestions for how to improve the city's streets and squares. It received almost 1,000 responses in four days with zero paid marketing. Leeds city council are now using the data and we've kicked off similar projects across the country. Community groups, local authorities, urban design practices and developers can all use **Create Communities** to support active travel, town centre regeneration, masterplanning and community-led development. Can we help you?

Visit the places you know

Pin a marker

Tell us what you think



Park Lane in Leeds, before and after? One idea emerging from our [#LeedsAfterLockdown](#) crowdsourcing of ideas...

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*The Building Better Building Beautiful Commission*

 BREAKFAST DISCUSSION

## Movement in the Post-Pandemic Street

The COVID-19 pandemic has shown us that dramatically changing the way we live in our cities is not impossible. One of the most significant changes has been reduced vehicular traffic and an increase in active travel. As lockdown restrictions begin to ease, many are asking: what kind of city life will we return to? Government agencies have announced funding to support active transport and plans to reduce traffic, and these steps echo many of the recommendations made by the Building Better Building Beautiful Commission in January.

In the context of this transition, Create Streets on behalf of the BBBBC will be hosting a breakfast webinar on the future of urban mobility. The discussion will consider the following questions:

- What are local councils doing to promote active travel in their areas?
- What is going well? What is going less well?
- Which changes will be permanent? How can we make them so?
- Which changes have been popular? Which have been less popular?
- What other changes (for example to use of pavements or relative attractions of local vs central sites) will be relevant?
- How will we continue to achieve social distancing as lockdown measures ease up?

We would love you to be part of the conversation. Please let us know if you can make it.

<b>DATE</b>	<b>VENUE</b>
June 11, 2020	Zoom Call
@ 8:30 am	

 CREATE streets

### Building Better Building Beautiful with a touch of Zoom

Like everyone, we've had to move our work online. Conversations we've been convening (on behalf of the Building Better Building Beautiful Commission) include a set of fascinating virtual breakfast ("bring your own coffee") discussions.

The first asked how the planning system was coping 'planning during a pandemic' and was surprisingly upbeat. Some of the key themes were:

**"We're adapting faster than we thought. It's interesting and exciting to see what lies ahead.**

**We immediately reviewed design review online with huge success."**

**"High quality community engagement is definitely happening...."**

**"The debate on densification is shifting" with "less focus on towers"**

**"Some secondary locations will see a bit of a boom."**

Our second discussion looked at 'movement in the post-pandemic street' and led to a fascinating, multi-layered conversation. Here are some of the key points made:

“Ask people what they like, what they really want.... do things that make us smile.”

“Safety is the biggest thing holding people back, and physically separating infrastructure helps encourage more people.”

“We need to ensure that every time we spend money in the street, we do the right thing. From every dropped kerb to major infrastructure. We still aren't.”

“Manual for Streets is 13 years old and is out of date, it needs a refresh.”

Thank you to all the kind experts from around the world who took part.



### Still supporting communities on the ground

There's no point pretending that running a workshop online is the same as running one in real life. It isn't. It's harder to build a sense of shared purpose. But there are upsides as well. Some people can take part who find it harder to come to physical events.

And you can do new things as well. For example, as part of our #PlaceChampions programme we normally arrange visits to different neighbourhoods. Doing this online loses the chance for a chat over a sandwich and a coffee. But you can travel far further! Last week we e-travelled with one group as far afield as Holland, America and China - all within twenty minutes! We still miss the chats though.....



Bath: Robert Kwolek

## Better policy for better places

We are delighted that we're still able to influence British public policy and debate from our laptops and home offices!

### To the cafe tables friends - bring on the al fresco revolution

We published several articles ([Conservative Home](#) and [Unherd](#)) arguing that section 115E of the 1980 Highways Act should be amended to make it easier, faster and cheaper for restaurants, bars and shops to make use of the pavement or the carriageway. Our argument was picked up widely in the national press ([Telegraph](#), [Mail](#), [Express](#), [Metro](#)) and we are delighted that the Government's [draft guidance](#) under the Business and Planning Bill (explained [here](#)) has pretty much done [what we suggested](#).

### Don't micro-manage what high street shops sell

We have argued for the creation of a new [far more flexible use class](#) to help struggling high streets and town centres. This will make it easier for shops and landlords to stay afloat in the difficult months ahead. (In fact, a similar mechanism exists under the Town and Country Planning Order 2015 but it is time limited). We were delighted to see that the Prime Minister's [speech](#) announced that the government would do this through reforming the Use Classes Order. (Associated moves on extending Permitted Development are also welcome. We do have to move from a chaotic discretionary system which freezes out SMEs to a more equitable regulatory system. However, they will need to be linked to popular design codes and require minimum home sizes to be placed in building regulations).

### The age of the E scooter?

As [advocates](#) of re-legalsing e-scooters, we're delighted to see the recent [announcement](#) that rental e-scooters will be permitted. Private e-scooters next please. It will make for safer, cleaner, nicer streets.

## Here are some of our articles about co-creating better places for everyone

[This is a chance for a more cycle-friendly London](#) - *Evening Standard*

[My ten point plan for the 'new normal'](#) - *Conservative Home*

[To the cafe tables friends bring on the al fresco revolution](#) - *UnHerd*

[Coronavirus is a ticking time-bomb for Britain's housing market](#) - *The Telegraph*

[Councils should stop micro-managing what high street shops sell](#) - *Conservative Home*

Create Streets is a social enterprise encouraging the co-creation of more homes in conventional 'gentle density' terraced streets rather than complex multi-storey buildings or drive-to cul-de-sacs. We do this via research, working with communities, arguing for policy change and consulting to developers, councils and landowners.

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