



Slower speeds can be encouraged by ensuring cars have to negotiate tight spaces. Larger vehicles like fire engines, recycling lorries and removals vans must still be accommodated. Liaison with the Council will be necessary for almost any solution of this type.

This junction in Bristol was narrowed using a relatively inexpensive pavement build-out. This incorporates a new green space - protected by a row of rough stone to discourage parking here - and a much shorter crossing width for pedestrians - useful on this particular blind corner which leads to a city farm and children's play area.

There are many design approaches which aim to slow traffic and help with parking problems while making your street look better. These design pages are intended to complement the DIY Streets Pocket Guide and to give you ideas and inspiration about solutions which might work in your street. Some of these features can be created by local residents within your street though some will need the support of your local highways authority.



This road in Lowestoft is part of a home zone. Narrowing is achieved using standing stones which act as bollards, and is marked out with a mosaic effect on the road surface.

Another home zoned street, this time in Bristol. Here, echelon parking bays (in which cars park at an angle) are designated by cherry trees. The bays narrow the road significantly, while still allowing sufficient room for lorries and fire engines. Drivers are further encouraged to slow down by the “door mat” paving which sits in front of the entrance way to each house.



It is important that new street designs are robust so they last and continue to look good. Part of the design process should include thought about how any new features will be maintained. Many of these features could be “adopted” by you and your neighbours, particularly any containers of plants (planters) or greenery, as it is difficult for councils to find money for this type of maintenance. More permanent features will almost certainly be the responsibility of the council due to technical and legal implications. It is essential that they are involved with the development of proposed designs, and the DIY Streets pocket guide gives some advice on how to gain council support.

Deciding on a design can take some time. You may wish to try out designs for an afternoon, by organising residents of the street to try them out using cardboard/wood/paint etc. to stand in the place of your proposed final features.

Additional pages showing more design ideas are also available. You can obtain them from our web site www.sustrans.org.uk/diystreets or by contacting Sustrans Liveable Neighbourhoods team by phone on 0117 915 0244 or by email at liveableneighbourhoods@sustrans.org.uk

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