Creating your own DIY Street
A simple guide
The guide is made up of 3 sections:

**Section 1** is this simple guide. It gives you an introduction to the process and is also available online – see below for details.

**Section 2** describes the Process in detail and provides more detailed information on each stage of the process. This section is only available online – see below for details.

**Section 3** contains some Case studies based on the 11 DIY Streets in the Sustrans pilot scheme. This section is only available online – see below for details.

*Section 1 only is described in this document.* The whole guide - Sections 1, 2 and 3 - is available from SuTrans and can be downloaded directly from Creating your own DIY Street at [www.sustrans.org.uk/diystreets](http://www.sustrans.org.uk/diystreets). For more information ring 0117 926 8893.

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I was lucky enough to grow up during a time when it was possible to play with my friends in the streets where we lived. We regularly embarked on long cycling adventures without feeling threatened by cars. The way our communities have developed over the last few decades means these simple pleasures are all too often no longer possible for our children. Cars and traffic now dominate our communities with detrimental effects, not just to our children’s lifestyle, but to the well being of us all. How splendid it would be if people could once again be at the centre of our street design, public spaces and communities.

That is the purpose of this important tool – to enable communities to take these vital first steps to restoring their streets for people and not cars. We at Sustrans hope it will help many communities to create these long overdue changes and, don’t forget, we are here to help you with encouragement and advice.

Malcolm Shepherd
Chief Executive
Introduction

This guide is written for residents who would like to change their street and so alter the balance between motor vehicles and other users of the street such as pedestrians, cyclists, residents and children. It describes ways in which the physical layout and/or the perception of how the street can be used can be altered and how as residents, you can make it happen.

Car use and ownership have increased dramatically in the UK over the last 30 years. This, teamed with the fact that many streets in the UK were not designed to accommodate high volumes of motorised traffic has led to many of our urban streets becoming dominated by cars and speeding traffic.

This in turn means that fewer people feel safe to walk and cycle so they end up using their cars which adds to congestion and pollution – a vicious circle. Fewer people out and about in the local environment increases fear of crime and because people do not meet in the street or on the way to school or the shops there may be little sense of community.

The changes that can be made to a street to help resolve traffic problems could involve anything from narrowing the entrance to a street, creating a chicane or implementing a 20 miles per hour speed limit; to simply holding a street event which raises awareness of the traffic issues in your street.

This guide is written by the sustainable transport charity, Sustrans and is based on a pilot scheme carried out by them between 2007 and 2010, called DIY Streets. Using knowledge gained from that pilot scheme this is a step-by-step guide to empower you, the residents, to make changes to your street to make them safer and more pleasant places to live.

This guide may also be used as a reference tool by others such as Council officers or Housing Association employees working on traffic calming projects with intensive resident input.

What’s in this guide?

You can use this guide to help you create your own DIY Street which could be a large scale project to design and build a new layout or a smaller project such as forming a resident’s group to lobby for a 20mph limit. In general the guide gives a rough order of events that you will need to carry out. You may well need to flick between sections as your project unfolds and perhaps skip over others depending on your individual project needs.

The guide is made up of 3 sections:

Section 1 is the **A simple guide**. It gives you a general feel of things and is contained in this document and from Sustrans – see below for details.

Section 2 describes the **Process in detail** and provides more detailed information on each stage of the process. This section is only available from Sustrans – see below for details.

Section 3 contains some **Case studies** based on the 11 DIY Streets in the Sustrans pilot scheme. This section is only available from Sustrans – see below for details.
Introduction

What is the background to DIY Streets?

In response to the obvious need to change our traffic dominated streets the sustainable transport charity Sustrans, worked on a home zones project in the Dings in Bristol between 2000 and 2005. Home zones are streets which have been designed as places for people instead of just motor traffic. Local authorities in England and Wales were given the powers to designate roads as home zones in section 268 of the Transport Act 2000.

Home zones are based on the principle of shared space in which street features such as kerbs, lines, signs and signals which traditionally segregate motor vehicles, pedestrians and other road users, are removed. This creates “controlled uncertainty” which encourages drivers to slow down because the difference between the pedestrian areas and the carriageway is not clearly defined. This approach changes the feel of an area so it becomes more people friendly and often works well in making the area safer for walking and cycling.

Some organisations that represent people with visual impairment do, however, have safety concerns relating to the removal of kerbs. You can learn more about home zones at www.homezones.org.uk or from a copy of “Home Zones: a planning and design handbook” by Mike Biddulph, published by the Joseph Rowntree Foundation.

Another key part of the home zone concept was that the residents of the streets should be the ones to take the lead (with help from the council and other design professionals) in deciding how their street will look. In some cases this worked well – in others (where councils had decided to do a home zone before checking with residents) it didn’t.

Although in new developments home zones can be built easily, transforming established streets in this way is more complicated and can cost up to £1,000,000 for a small area. This is largely due to the “shared surface” approach which requires the resurfacing of the entire road surface and also the relaying of some or all of the drainage systems, water pipes and electricity, gas and telephone cables.

The DIY Street concept was born from lessons learnt in developing home zones. Both projects aim to make streets safer and more attractive, involve residents in the process and foster a greater sense of community. DIY Streets do not however involve a ‘shared surface’ so that kerb lines are retained, which avoids the safety...

Section 1 only is described in this document. The whole guide - Sections 1, 2 and 3 - is available from Sustrans and can be downloaded directly from Creating your own DIY Street at www.sustrans.org.uk/diystreets. For more information ring 0845 113 0065.
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concerns of some organisations representing people with visual impairments. It also means that the cost is dramatically reduced. A “full” DIY Street which significantly alters traffic flows may cost between £20,000 and £100,000. More modest redesigns are also possible which can be much less expensive but will still alter the look and feel of a street.

What involvement does the community need to have?
Community involvement is integral to the project’s success because you – the residents - will need to lead the process by identifying the traffic issues in your street and getting involved in devising viable solutions to the issues.

Although DIY Streets will only really work if there is interest, input and commitment from a large number of the residents that live in the street, you will probably find that there is a core group of 3 or 4 people (community champions) who lead the project and drive things along. Many other residents will be keen and interested but not that active. Some will be disinterested and some may even oppose the project, although they often come round to the idea later.

It is often the case that the community champions organise and arrange for things to happen and then ask others to help out with specific tasks e.g. the champion may talk to the highways officers about the best way to gather data about the traffic in your street and then someone else will do the traffic counts. Community champions will also probably lead on gathering evaluation, helping to secure funding and liaising with your partners be they local authority contacts, housing association officers, tree officers or local artists.

You will find that one of the most important outcomes is that residents develop a much stronger sense of community as they get to know their neighbours and work together. As long as people support each other, even disagreements can help to strengthen relationships in the long run.

Is DIY Streets right for my street?
The main elements that often make up a “full” DIY Street are:

- physical traffic calming measures such as build outs, chicanes and speed tables so traffic has to slow down to negotiate them

- psychological traffic calming methods such as trees, plants and art works which, by narrowing and softening the street, can reduce forward visibility which discourages drivers from speeding i.e. “controlled uncertainty”

- features that give a message to drivers that they are entering a unique residential area where pedestrians have priority. Again these features could be trees, plants, children’s play space or art works.

At the start of your project you may decide that that you want to aim for a
fully redesigned DIY Street or just introduce one or two or the elements listed above. Although you may decide on a particular approach at the start of the project, you may well find that your aims evolve and change as you begin to work together. In all cases though you will need to start with:

- **enthusiastic residents** – you will probably start with a few enthusiastic people but will need to plan ways in which you can encourage lots more people to get involved.

- **confidence that your street can be physically redesigned** - your street will need to have the potential to be redesigned. Consider the width of the street and suitability for different methods of traffic calming and other features (e.g. speed tables, chicane build outs, planting, trees, art work or other features).

If you live on a major road which is informally considered to be the distributor road (in other words is seen by your Highways department as the route that most of the traffic in your area should be taking), it will be difficult for you to alter traffic volumes significantly in the short term with a DIY Street. This will also usually apply to bus routes.

The other two essential elements that you will need to research and develop urgently are:

- **commitment from your Council and/or Housing Association** – It is very important that your local highways officers support the project because they will need to allocate time and resources to draw up feasible detailed designs, agree highway changes and implement them which is a long and detailed process. Your local Councillors and Council regeneration team (if you have one in your area) should also be fully supportive as well as your Housing Association if relevant. You may well need to be persistent and committed because your project may not be the top priority for councils and housing associations. Assure them that you will do as much as you can to help with the process. Contact them all as soon as possible to talk through your ideas with them.

- **funding** – it may be provided by your Local Authority from their Transport or Regeneration budgets. It might also come from Section 106 funding which local developers sometimes have to provide for improvements in the area as a condition of their planning permission. If some or all of the housing in your street is owned or managed by a housing association it may also be able to fund the project. Often the funding will come from a variety of different sources. Because funding is always tight you will need to make a strong case to your councillors, council officers and housing association staff and ask them to make the redesign of your street a priority.
What can I do if my street is not suitable to be a “full” DIY Street?

If your street is not physically suitable for the introduction of the type of DIY Street features listed above (it may be too narrow or it is a major through route, if residents do not have much time or the resources are limited both funding and council staff time) there are still lots of things you can do to reduce the impact of traffic.

Traffic speeds and volumes - If you want to reduce traffic speeds and possibly traffic volumes you could:

Lobby your councillors to:
• introduce measures to slow traffic e.g. a 20 mph speed limit. For more information about the national 20 mph campaign ring 07973 639781 or look at www.20splentyforus.org.uk

• introduce pedestrian crossings or cycle lanes, or simply improve the pavements to make your streets safer for walkers and cyclists. Have a look at Living Streets community street audit. Contact them on 020 7377 4900 or info@livingstreets.org.uk (www. Livingstreets.org.uk).

English Heritage also have a save our streets campaign for more information ring 0870 333 1181, look at www.english-heritage.org.uk/saveourstreets or email saveourstreets@english-heritage.org.uk.

You could also:
• ask local schools and large employers in the area if they have Travel Plans which encourage children and staff to walk and cycle, rather than being driven or driving to their school or place of employment.

For information about school travel plans contact the Schools Team at Sustrans on 0117 915 0100 or email schools@sustrans.org.uk. You can also look at www.sustrans.org.uk/what-we-do-safe-routes-to-schools.

For general information about workplace travel plans contact the Department for Transport - ring 0300 330 3000 and you will be put through to the correct department or be given the relevant email address. You can also look at www.dft.gov.uk/pgr/sustainable/travel-plans/work/

• encourage your neighbours to think about cycling, walking and using public transport. You can get some hints about the ways you could get involved from Living Streets on 020 7377 4900 or at info@livingstreets.org.uk. Your local council will also probably have a cycling officer who may be able to arrange some bike training and cycling events in your area.

Large numbers of parked cars - Large numbers of parked cars are not friendly to pedestrians (especially if they park on and block pavements).

• if the parked cars belong to commuters or long term visitors ask your local council to consider implementing a Resident Only Parking Zone (RPZ) - residents may have to pay a small annual fee for this - or a Controlled Parking Zone (CPZ) that limits the times and places people can park. You can also look into the Travel Plans detailed above.

If you do not want to fully redesign your street there is a whole range of other things you could do.
• if most of the parked cars belong to residents, look at the information above on ways to encourage people to walk and cycle which reduces their need for a car. Another effective way to reduce the cars belonging to residents, especially for households with more than one car, is to look into a **car club** and a dedicated parking space for it in your street or very close by. Once you join a car club you can then very easily rent the car by the hour or day for a very reasonable cost. For irregular but fairly frequent use it is much cheaper than owning your own car since all tax and maintenance is done for you by the organisation. To find out if a car club already operates in your area, check with Carplus at [www.carplus.org.uk](http://www.carplus.org.uk) or ring 0113 234 9299. They also have information about car sharing (sometimes called “ride sharing”).

**Where can I go for support and training?**

There may be people in your street who have experience of working on community projects or have specialised skills that would be useful e.g. working with the press or running meetings. It might be useful though, to investigate any local training opportunities on such topics as fundraising and setting up a residents’ group. There are lots of organisations that help to support and advise community groups and the training is often free or at low cost.

For more details see the **Process in detail, Support and training opportunities** document at [www.sustrans.org.uk/diystreets](http://www.sustrans.org.uk/diystreets)
A brief description of the DIY Streets process

The following few pages give a brief outline of the stages that need to be undertaken to create your new DIY Street and a rough order in which to do them. There is a lot more information to support each of the stages in the document Process in detail at www.sustrans.org.uk/diystreets

If you have decided to work on a smaller project such as lobbying for a 20mph zone you’ll need to carry out some but not all of the same actions as described below.

The timeline gives you a sense of how your project might unfold. It is not fixed though and you may well move back and forth along it, do things in a different order and repeat various stages.

Why not start to use your street in a different way even before it has been redesigned e.g. if the weather is good take a chair out onto the pavement and sit and read a book, or make a parking space into a garden with an umbrella, some potted plants and a small table for your cold drink and sunglasses.

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**Approximate time scale**

- **Kick off** - 1 month
- **Evaluation** - 1 month
- **Design** - 5 months
- **Work with artist** - 2 months
- **Detailed designs** - 4 months
- **Internal council processes e.g. safety audits formal consultation** - 6 months
- **Construction** - 2 months
- **Celebration** - 1 month
- **Evaluation** - 2 months
- **Slippage** - 6 months

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Planning and preparation

Holding a kick off meeting
This is a good way to introduce the DIY Street idea to everyone and to discuss the issues in your street that need to be addressed. You may also find at this meeting that you can start thinking about who will take responsibility for certain aspects of the project e.g. liaising with the Council, running meetings, organising events. Some residents may naturally lead the process and take on specific roles. They do not, however, have any more responsibility for taking decisions than other residents.

Ask people what particular skills they have e.g. are they artistic so could make decorations or fliers for events, or are they happy to run children’s activities?

For more details look at the section on Process in detail, Running a meeting, document at www.sustrans.org.uk/diystreets

Showing the need and support for a DIY Street
You need to gather some hard facts to show that your street needs to be redesigned and that residents support the idea. This will encourage your Council and housing association to make it a priority for action.

It’s important that you evaluate your street before and after your DIY Streets project so that you, your Council, your housing association (if relevant) and any funders that have supported you know that it has been worthwhile and helped to deal with the issues. It will also encourage the council to put resources into more schemes in your area and so benefit other communities.

Collect data about:
- evidence of the need for the project (e.g. traffic counts, photos, quotes from residents, accident statistics)
- assurances that the residents would like change (e.g. petitions, letters)
- proof that there is at least a core group of active residents (e.g. the existence of an active residents’ group or a lively kick off meeting to which you invite the councillors and staff).

For more details look at the section on Process in detail Ways to evaluate your project, document at www.sustrans.org.uk/diystreets

Contacting your local authority highways officers and councillors
For a successful project it is essential that you have the support of your local councillors and council highways officers as well as your council regeneration team and your housing association (if relevant). They will need to provide funding and be willing to commit time to your project. It is often easier if you talk to your local councillors first and “sell” your project to them – they can then make the contacts for you with the council officers and lobby on your behalf. If your councillors are not convinced at this stage all is not lost since you can contact the officers yourself and later in the process they will help to get the councillors on board.

Your councillors and the officers will be much more inclined to take you seriously if you can show evidence that there is strong resident support and that the project is feasible and is likely to be successful.
**Planning and preparation**

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**Encouraging more people to get involved**

Although a few key people will lead the project you will need to encourage active involvement by many more residents so that you can keep up momentum, get an influx of new ideas and keep the project lively – as well as giving the key people a rest. People can be involved in a huge number of different ways depending on their circumstances – they could be in charge of making sure everyone knows about meetings, be responsible for arranging a street party or make

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**Brief explanation of the ways Local Authorities work**

**The people:**

**Local Councillors (members):** they are elected by the people in their areas (wards) and they represent a political party. They decide on the overall direction of the council e.g. budgets and strategies. Most councillors are voluntary and part time and are paid expenses for their Council duties. You will often see your councillors at local events and featured in the local press. Don’t forget to invite them to your events. Find out who your 2 or 3 local councillors are by contacting your local Council.

**Lead Members:** they are the councillors with overall responsibility for specific areas of Council work e.g. housing, regeneration, environment. Lead members are often full time and are paid a Council salary.

**Council Officers:** they are not attached to any political party but they carry out the day-to-day running of your Council. You will need to be in contact with council officers from the Highways department and housing or regeneration departments whilst you are setting up your DIY Street.

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**The set up:**

**Parish/Town/District/Borough Councils:** these are the local councils which make up a larger County Council. These local councils and the County Council work together on some issues but also have different and separate responsibilities which do vary from time to time.

**County Councils:** they incorporate smaller local Town / District / Borough councils as mentioned above. The county council is normally the highways authority.

**City/Metropolitan Councils:** many places now have a Unitary Authority i.e. one body that has responsibility for all Council issues in any area rather than having them split between County and Local councils.

**Other:** other systems are also possible and councils do sometimes get reorganised.
Getting going

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contact with the local press. Don’t forget to also try and include and encourage people who have limited time or have a disability; they could buy biscuits for a meeting or make sure their next door neighbour knows the time of an event.

Social events are just as important as “business” meetings so arrange some activities where people can meet and have fun. Make sure everyone knows what’s going on too by calling on them at home or sending round newsletters.

For more details look at the Process in detail, Organising events and, An example of a newsletter, documents at www.sustrans.org.uk/diystreets

Collecting detailed evaluation data
You may well have already gathered some information to show that there is resident support and enthusiasm for a DIY Street before you first contacted your council or housing association - see above. You now need to collect more detailed traffic data (volumes and speeds) and information about the way people perceive their street and use it. You must make sure that the data is comprehensive and that it can be repeated in the same way after your project so you can easily compare “before” and “after” data.

For more details look at the Process in detail, Ways to evaluate your project, document at www.sustrans.org.uk/diystreets

Getting going

Setting up a constituted residents’ group
There are several reasons why it’s useful to set up a constituted residents group in your street. The group will be a focus for activities and represent the residents, which is particularly helpful for your council officers because they will have an easy way to contact you. It also shows that you are serious about your DIY Street. One of the most important reasons is that it will allow you to apply for community grants to
run events or arrange other activities such as buying hanging baskets and plants to brighten up your street.

Three residents need to volunteer to be the group “officials” – you will need a chair person, a treasurer and a secretary. The responsibilities are not onerous and you do not necessarily need to have had previous experience. Your group will need to have a constitution and open a bank account in the group’s name both of which are easy to organise.

For more details look at the Process in detail, Setting up a constituted residents’ group, and Support and Training opportunities, documents at www.sustrans.org.uk/diystreets.

Deciding how you will make decisions
Throughout the process you will need to make some relatively simple decisions about various issues such as the location of a tree or a bench in your new layout, or the details of a particular feature such as the colour of new railings. In many cases a show of hands will be the easiest way to choose a preferred option.

If, however the decision is contentious such as whether to lose a parking space or two so that you can have room to build a new feature, there may be initial disagreements. A compromise between people’s differing needs must be found, and this process of compromise can often take longer than expected. The challenge and the time invested is also the reward and most people who take part in decision making find it enjoyable and very worthwhile. They find that they have been able to influence the decision-making process and build up friendships with their neighbours. If difficult decisions are needed you could ask an independent person such as someone from your local voluntary organisation, to chair a meeting.

As soon as you can, try and decide between yourselves the method you will use to make difficult decisions.

For more details look at the Process in detail, How to reach a consensus decision, document at www.sustrans.org.uk/diystreets.
Writing an action plan

It is important to set goals and timescales so that you are aware of the steps you need to take, who will take them, the methods you will use and the timeframe in which you hope to achieve these aims. As well as actions that are directly aimed at the redesign of your street make sure you build in street parties and celebrations to mark your achievements and to help neighbours get to know each other. For more details look at the Process in detail, Writing an action plan, document at www.sustrans.org.uk/diystreets

Having a good look at your existing street layout

Before you start to think about new features for your street you need to have a good look at and record your street as it is now. It is vital that you get an idea of all the elements in your street so that you can ensure that the design ideas that you have are in keeping with, and would physically fit in with the existing layout. There is no alternative to going out and having a look – you’ll find that it’s a fascinating exercise because there will be lots of things that you may not have ever noticed before. Different people could do different parts of the street which will be a good way to get people involved from the start. Children could be given the job of counting all the lampposts or checking how many houses have drives on which the residents can park.

Mark down all your findings on a big map and use the same map for your new design ideas so it will become a live ongoing record.

For more details look at the Process in detail, Design (Stage 1: appraisal) document at www.sustrans.org.uk/diystreets
Collecting ideas about new features for your street

Now comes the exciting part. Start thinking creatively about the things you like in your street, the elements that you want to retain and possible solutions for the issues that you want to resolve. Start to jot down your ideas and to build up a general picture of your new street. You could start by answering these questions:

- Do you want some features that will calm traffic speeds?
- Would you like to make some no-parking sections in your street?
- Would you like to encourage children’s play?
- How about some art work at the entrances to your street?
- Would you like some planters and trees to make your street more attractive?
- Would some stands for bike parking work well?

Look into some methods that will help you to achieve your aims - and balance them against various essential elements that need to be retained or created e.g. access to buildings by recycling collection vehicles.

Holding more formal design sessions

By now you will probably have lots of ideas in general about the ways you would like your street to look and feel. These ideas now need to be translated into features and designs that will achieve the desired effect on the traffic and are feasible to be put on a highway.

Traffic calming features can be either "psychological" methods such as art work and planting that reinforce the point that this is a place for people, or they can be engineering solutions such as the creation of build outs and speed tables that will physically slow traffic. You will need to draw up a layout plan based on your ideas. Later on, the layout plan will need to be turned into a concept and then a detailed design which requires a certain amount of technical know-how – it is possible that one of the residents may have the appropriate skills but it more likely that the local authority will draw them up. For simplicity, this section of the toolkit assumes that you will be able to produce the initial layout plan (which could be hand drawn to scale) and the Council will take on the drawing of the concept and detailed designs.
On this assumption arrange for your Council Highways engineer and possibly urban designer and/or landscape architect to come to at least two design meetings to talk you through possible options for changing your street based on your ideas. There will be a balance between the things that you would like, the ideas of the council officer about what is feasible and the available budget. After the meetings draw up your layout plan and pass it over to the engineer. He or she will then draw up some concept designs and, before they go ask them to bring the designs back to you for discussion. The process may need to go back and forth several times until everyone is happy. Do not be afraid to persevere in asking the council officers to push their traditional boundaries and aim for an innovative design.

A long period of time may now follow while the detailed design is drawn up and it will need to undergo many internal Council stages such as Road Safety Audits, wider consultation and committee approval. During this time you could be applying for funding and planning permission for your art work, deciding on planting schemes and the people who will be responsible for looking after the plants or planning a street party.

For more details look at the Process in detail, Design (Stage 2: layout, access and traffic calming), document at www.sustrans.org.uk/diystreets

Developing art work

Public art work in streets can not only be very attractive but it can also work as a method of “psychological traffic calming”. It will make your street unique, and give the message to drivers that they are in a space that is home for people and in which they need to drive slowly and respectfully.

Some of you may have artistic skills yourselves. If not you may decide to work with an artist who will be able to interpret your ideas into a suitable piece for your street. You might want it to represent your history or culture but it could take many forms, which you can develop together.

Bear in mind that art work can be expensive and it is unlikely that the Council or other funders will pay for it as part of your street redesign. You or
Getting going

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Creating your own DIY Street

A simple guide

Introducing plants and trees into your street

Plants and greenery can be used to make your street more attractive but can also function as traffic calming measures in the same way as art work. Because plants need regular care and attention it is also a fantastic way for everyone to get together and to stay involved. You could put up hanging baskets and window boxes on houses or build and install planters in a variety of shapes and forms in the road to form a chicane to slow traffic.

Trees can also make a huge difference to your street. They are attractive, can act as “psychological traffic calming” as described above, help to reduce pollution, attract wildlife, act as shade on a sunny day and even provide edible fruit. The species used in streets these days do not cause the problems of old when tree roots broke up pavements and found their ways into cellars, or created deep shade for the houses. Street tree experts now choose species that are suitable for the location, the desired lifespan, the maintenance required and the conditions under which they will be growing such as urban pollution and potential drought. Invite your Council Street Tree Officer, arboriculturist or landscape architect along to a meeting to give you advice.

Encouraging play

Many adults have fond memories of playing outside as children, often in the street and without supervision from their parents. Playing outdoors is important for children’s healthy development and for happy
childhoods. It also allows them to test boundaries and to take risks as well as learning social skills through interacting with other children.

Your ideas for your new DIY Street may be helping to achieve a street in which children can play by introducing measures that will reduce traffic speeds and volumes. You could, however, also provide a specific space in which children feel welcome and able to express themselves freely. Play features can be traditional play equipment or less formal items such as large boulders to clamber on or hopscotch painted on the ground.

For more details look at the Process in detail, Encouraging play, document at www.sustrans.org.uk/diystreets

**Thinking about the materials and soft landscaping**

Once a layout has been decided, you need to think about the detail and the aesthetics because they will help to make a good scheme look great. It is now more landscape design than highways engineering and so, unless you have a good amount of money to pay a landscape architect, it is up to you to make the designs special. The things you need to consider include the types of materials you would like to use e.g. their colour and texture, and how they would fit in with the material used for the buildings.

For more details look at the Process in detail, Design (Stage 3: landscape design), document at www.sustrans.org.uk/diystreets

**Finalising the plans**

As mentioned above a resident may have the skills and resources to draw up the concept and detailed designs based on the layout that has been decided amongst everyone. It is more likely however, that you’ll need to hand it over to the council highways officers to do this for you. To check that all the features of the layout are acceptable the local authority highways officers then need to undertake a long process of consultation with different departments and experts. During this process some alterations will inevitably be made to the design. Ask the officers to make sure that they check that the residents are still happy with the design before it is signed off and considered to be complete.

For more details look at the Process in detail, Design (Stages 4, 5 and 6), document at www.sustrans.org.uk/diystreets
Launching your new street

Construction of your new street

When the detailed plan has been finalised and any problems ironed out, the council will instruct their contractors to start to build your new street! This is an amazingly exciting time for you all and the result of a lot of hard work. Even when the construction work has started keep in regular contact with your council officers to check on progress and ensure that you do not miss any opportunities for more input such as the colour of the materials being used or the exact position of railings or bollards.

It can’t hurt to pop out on site a couple of times while construction is taking place to check what’s going on and make sure that it’s turning out as you agreed with the Council.

Once the contractors have finished you may still have things to do such as planting or tidying up – make sure that you keep up everyone’s momentum till everything is done – and beyond!

Arranging a celebration party

Once construction is complete it’s party time! Get everyone together and plan a street party with all the trimmings to celebrate your new street. For more details look at the Process in detail, Planning a street party, document at www.sustrans.org.uk/diystreets

Getting the local press involved

The local press are often very keen to cover community events and successes and it will be the icing on the cake if you get an interview on local radio or an article in a local newspaper or on a TV station. Residents will be delighted to see themselves in print or hear about their project on the radio or TV and your councillors and council officers will also benefit from being associated with a good news story. First of all nominate someone who is happy to be the press
contact – they will need to be prepared to be interviewed, sometimes on live radio. You then need to find out the contact details of your local papers and radio stations and write and send out a press release.

For more details look at the Process in detail, Getting the local press involved, document at www.sustrans.org.uk/diystreets

Gathering follow up evaluation data
When everything is finished you will need to assess the results both for your own benefit and so you can feed them back to the council and any other partners or funders that you have worked with. It can be useful to do the evaluation immediately after your new street is “unveiled” and again 6 months later when everything has settled down and drivers and residents have started to use the street in a different way. You’ll need to collect the same data now as you collected before the project started so it is directly comparable i.e. traffic volumes and speeds, resident’s feelings about their street and the ways in which people use their street.

For more details look at the Process in detail, Ways to evaluate your project, document at www.sustrans.org.uk/diystreets

A successful project may take a lot of time and effort but the result will be worth it. Rather than leaving it to someone else you will have been able to have a real input into the way your street looks and you’ll be proud of what you have achieved. You’ll know your neighbours better and it can be the start of even more community activity in your street!

Note: Sustrans is interested to hear from communities seeking to develop DIY Streets projects in their area. We are also hoping to be able to provide ongoing support and advice. So, do get in touch with us by email or by phone to find out whether we can help.
liveableneighbourhoods@sustrans.org.uk / 0845 113 0065.
Some DIY Streets improvements

Iden Road, Coventry

Ellacombe Road, Torquay
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