



12 design elements for residential streets



The countryside charity
London

Grey2Green

Kerbside and parking

- **Parking policy is one of the most effective tools local authorities can use** to reduce car use and ownership and is about much more than just providing parking spaces.
- We are concerned there remains **low ambition in using parking policy to tackle serious issues** like climate change, air pollution and road danger, or to promote active travel and greener streets
- **Our June 2025 [Residential Street Design Elements](#) leaflet builds on previous work:** Why boroughs need to re-assess parking policy [here](#); and the 2023 Parking Action Tool – a benchmark for local authority parking policy and action [here](#)

Why kerbside & parking matter

Parking policy is key to

- reducing **traffic** (& climate emissions, air pollution, noise, road danger)
- promoting **mode shift** to active, shared and sustainable travel
- promoting **healthier** travel choices
- freeing up space to tackle deficiency of **parks/play spaces** and deliver and **green & active/sustainable travel infrastructure** (inc. trees, SUDS, bus lanes, cycle lanes, hangars, clear pavements etc)
- eliminating **road casualties**
- improving the **urban realm** - residential streets, historic settings and town centres can all be dramatically improved by removing parking
- delivering local **economic** recovery (shopping, visitor attractions)
- saving the **countryside** ([compact cities vs urban sprawl](#))
- delivering **fair** use of public space and resources

Local authority powers

- the **local highway and local traffic authority**, controlling parking on residential streets and at town centres and other destinations, responsible for good management of streets and pavements, and for permitting pavement crossovers (which enable front garden parking)
- **managers of housing estates**, able to control residential parking
- the **owner/operator of public car parks**
- the **local planning authority** which sets parking levels for new housing; and can enable development of surface car parks for housing or mixed-use
- the **local transport authority** with powers to plan for sustainable transport and introduce a local workplace parking levy
- **employer with workplace parking**, able to show leadership by restricting parking in council offices, schools etc.



SOLD

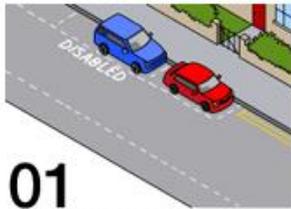
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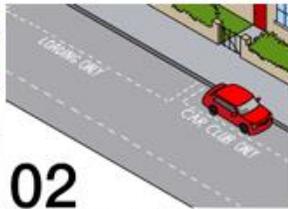
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Residential streets

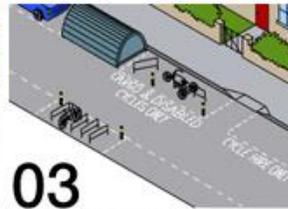
12 design elements



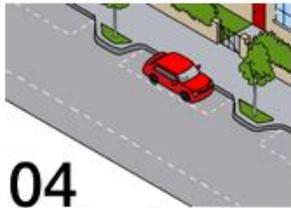
01
Residential and disabled parking spaces marked



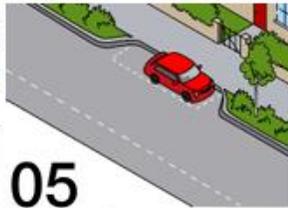
02
Loading bays for deliveries, car share bays



03
Secure resident cycle parking and visitor cycle parking



04
Street trees at regular intervals on build outs



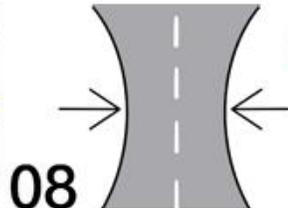
05
Rain gardens



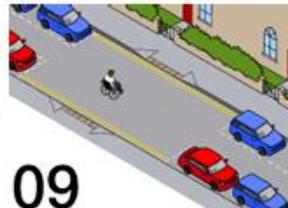
06
Front gardens green, driveways limited



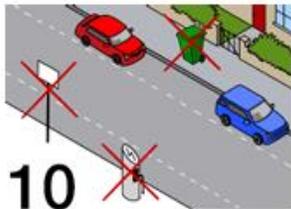
07
Low traffic and slow traffic



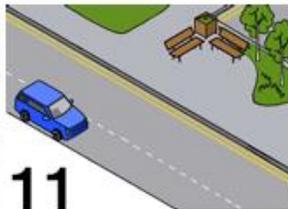
08
Carriageways without any excess width



09
Crossings every 100m with clear sight lines and flush drop kerbs



10
Clear & even pavement, no obstructions, minimum 2m width



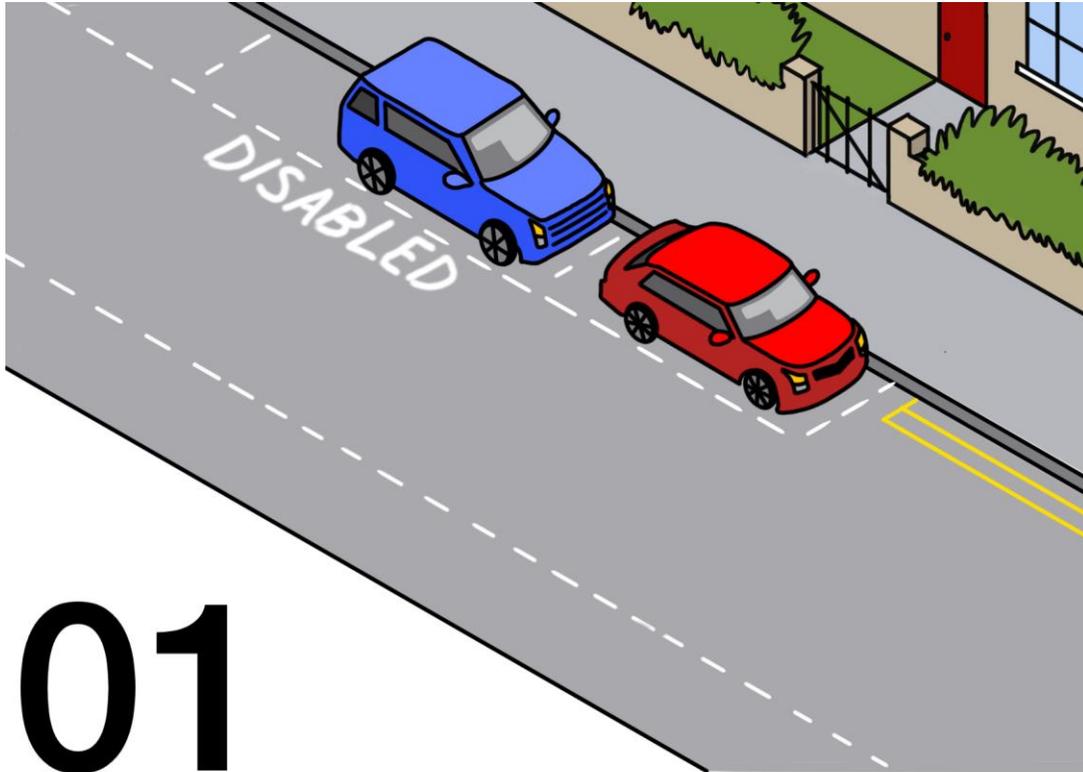
11
Street parks: places to play, rest and relax



12
Junctions clear of parking, small turn radii

Twelve residential street design elements for Controlled Parking Zones or implementing kerbside strategy

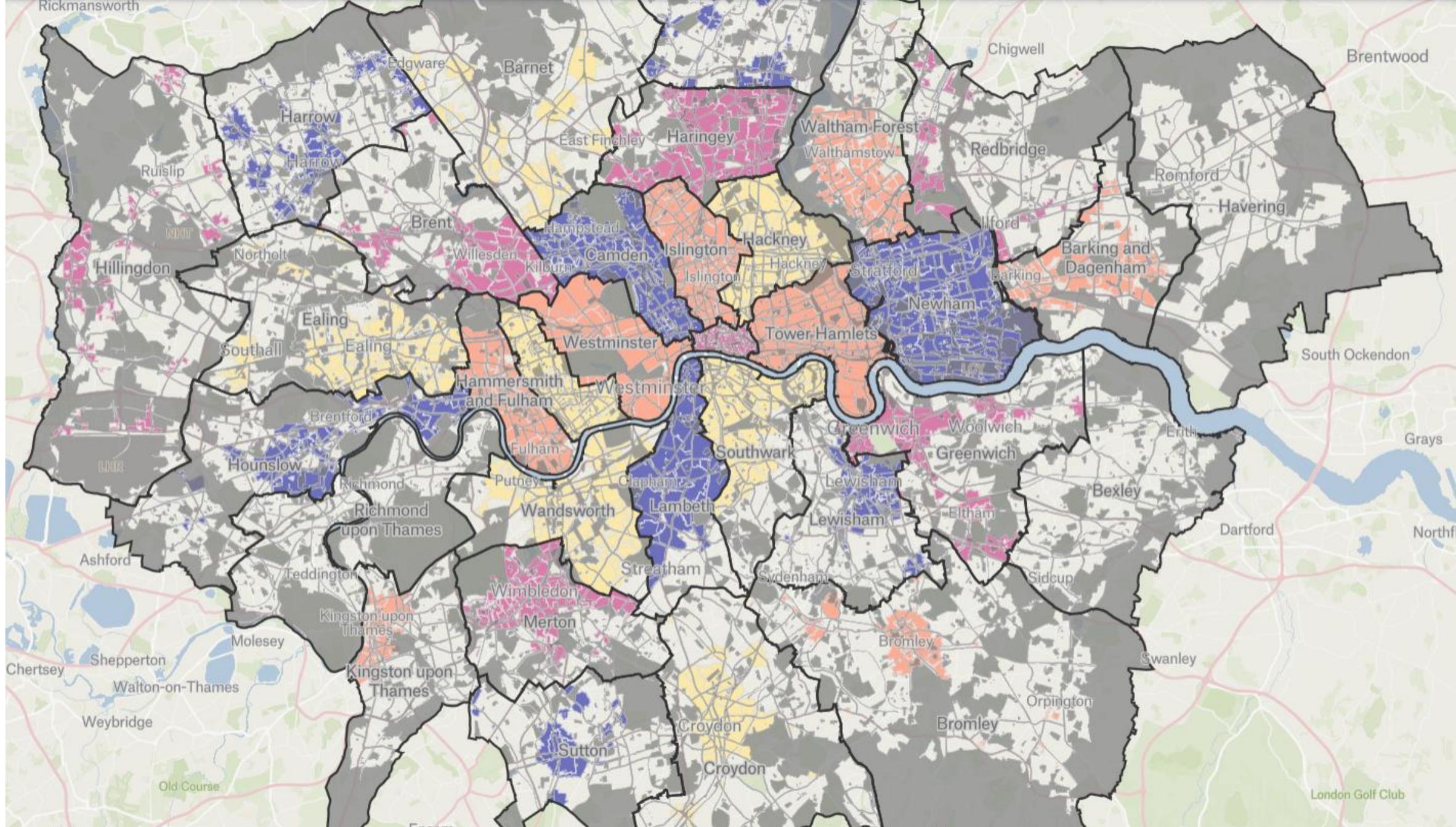
- 01 Resident and disabled parking spaces clearly marked** as part of borough-wide, small-area Controlled Parking Zones.
- 02 Loading bays for deliveries** to avoid double parking and parking at junctions; **car share bays** to support a move away from car ownership.
- 03 Secure cycle hangars, dockless cycle bays, visitor, disabled and cargo cycle stands** to promote cycling, improve accessibility and avoid pavement obstruction.
- 04 Street trees at regular intervals on build outs.** Trees should be on buildouts or in rain gardens. Pavement should be built out around mature trees where they are causing an obstruction.
- 05 Rain gardens** to capture substantial rainwater and filter road run-off pollution.
- 06 Front gardens green, driveways limited.** Front gardens de-paved and re-greened. Illegal crossovers enforced. Pavement crossovers limited to reclaim public kerbside (disabled resident access needs accommodated appropriately).
- 07 Low traffic.** Borough-wide Low Traffic Neighbourhoods to support walking/wheeling, cycling, local buses and discourage car trips. **Slow traffic.** Borough-wide 20mph speed limits, chicanes, speed bumps and visual cues for speed control.
- 08 Carriageways without any excess width** to discourage speeding and reclaim space to use for wider pavements or to introduce other features outlined here.
- 09 Crossings every 100m with clear sight lines and flush drop kerbs** for safety and accessibility. 10m double yellow lines each side. Raised table and buildouts where possible.
- 10 Clear and even pavement, no obstructions, 2m minimum width.** Street clutter like EV charging points placed on carriageway buildouts. Parking sign posts shortened and placed close to garden walls.
- 11 Street parks: places to play, rest and relax** can be created by clearing cars from streets or sections of streets. Emergency and utility access can be retained if necessary.
- 12 Junctions clear of parking, small corner turn radii** to improve safety with better sight lines and lower driver speeds.



- **Resident and disabled parking spaces clearly marked** as part of borough-wide, small-area Controlled Parking Zones.

01

Residential and disabled parking spaces marked



10m 5000m
Felt. Data from OpenStreetMap

https://www.healthystreetscorecard.london/results/results_input_indicators/#ResultsCPZ



Before controlled parking. Cars are double parked, on pavements and on a corner, restricting access for emergency and utility vehicles and reducing sight lines for pedestrians, making it unsafe to cross.



After introduction of controlled parking. A large number of empty spaces at all times indicates cars previously parked there did not belong to residents. Double yellow lines ensure emergency/utility vehicle access is now clear and pedestrians can cross safely.



Road danger

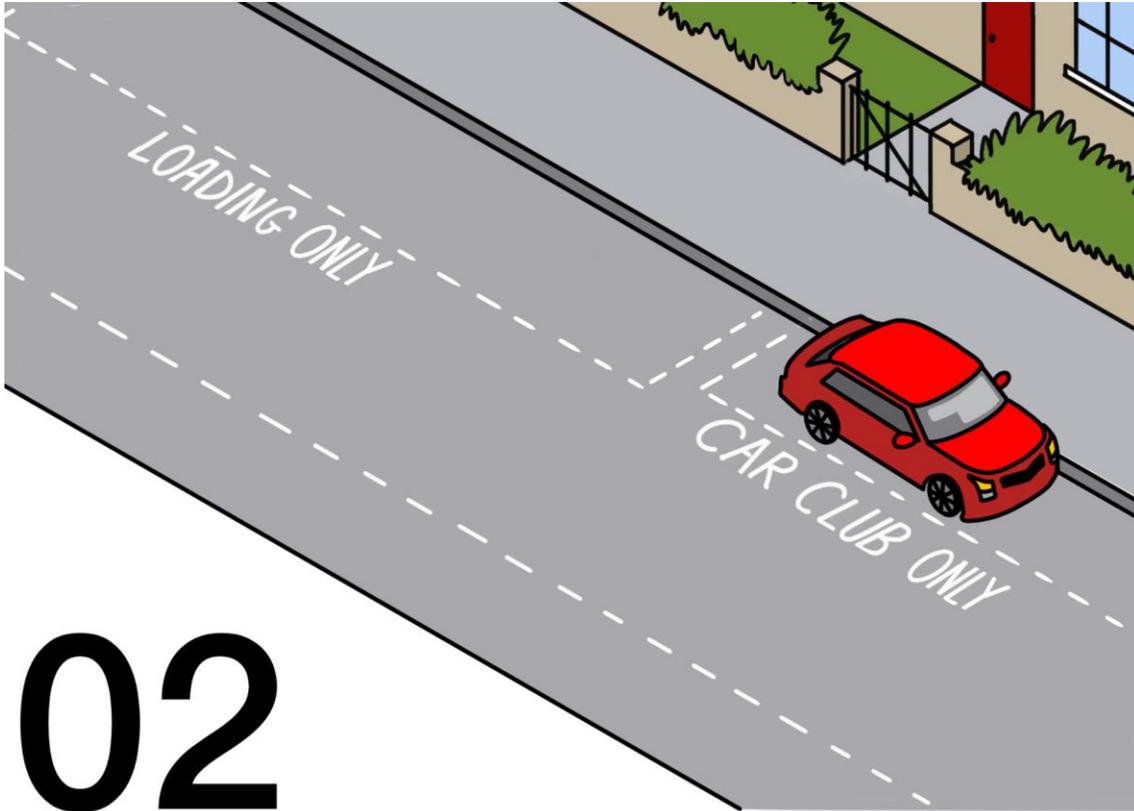
Before – cars are parked on both sides along the length of the narrow road creating danger for drivers, cyclists and pedestrians



After – parking is no longer an issue for residents and the school yellow zig-zags are visible

Controlled Parking Zones

- Controlling parking (usually done through Controlled or Restricted Parking Zones) is a key way to promote 'mode shift'. Restricting / charging for parking is one of the most effective ways to promote a shift to sustainable modes of transport, particularly for short and 'switchable' trips (trips which could easily be made by public transport, walking or cycling/wheeling).
- Councils should introduce CPZs wherever practical. There should be numerous small CPZs rather than a few large ones, with no exemptions for residents of other CPZs.
- There should be a surcharge on any additional parking permits beyond one per household.
- CPZs have more **benefits** than local residents often think and bring benefits for drivers as well as other road users. Here's a useful [summary](#).
- Resident parking controls should extend to housing estates.



02

Loading bays for deliveries, car share bays

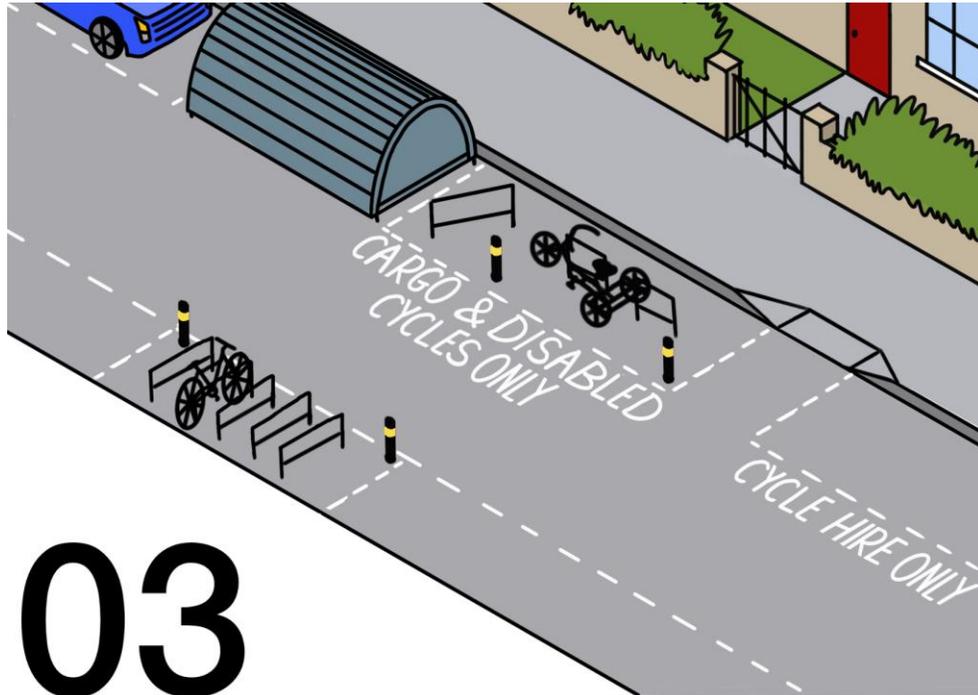
- **Loading bays for deliveries** to avoid double parking and parking at junctions; **car share bays** to support a move away from car ownership.



<https://x.com/martinsteers/status/1832674450350789004>

Space for car clubs is vital to support a move away from car ownership





03

Secure resident cycle parking and visitor cycle parking

- **Secure cycle hangars, dockless cycle bays, visitor, disabled and cargo cycle stands** to promote cycling, improve accessibility and avoid pavement obstruction.



Cycle hangars. Parking spaces can be used to accommodate secure cycle parking like these cycle hangars



Cycle parking close to high street shops. And a tree on a build-out – nice!

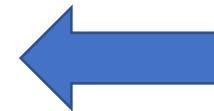


<https://www.wandsworth.gov.uk/news/news-july-2024/new-consultation-on-proposed-e-bike-parking-locations/>



.. and space for cycle hire

... including for dockless bikes, to avoid this situation.

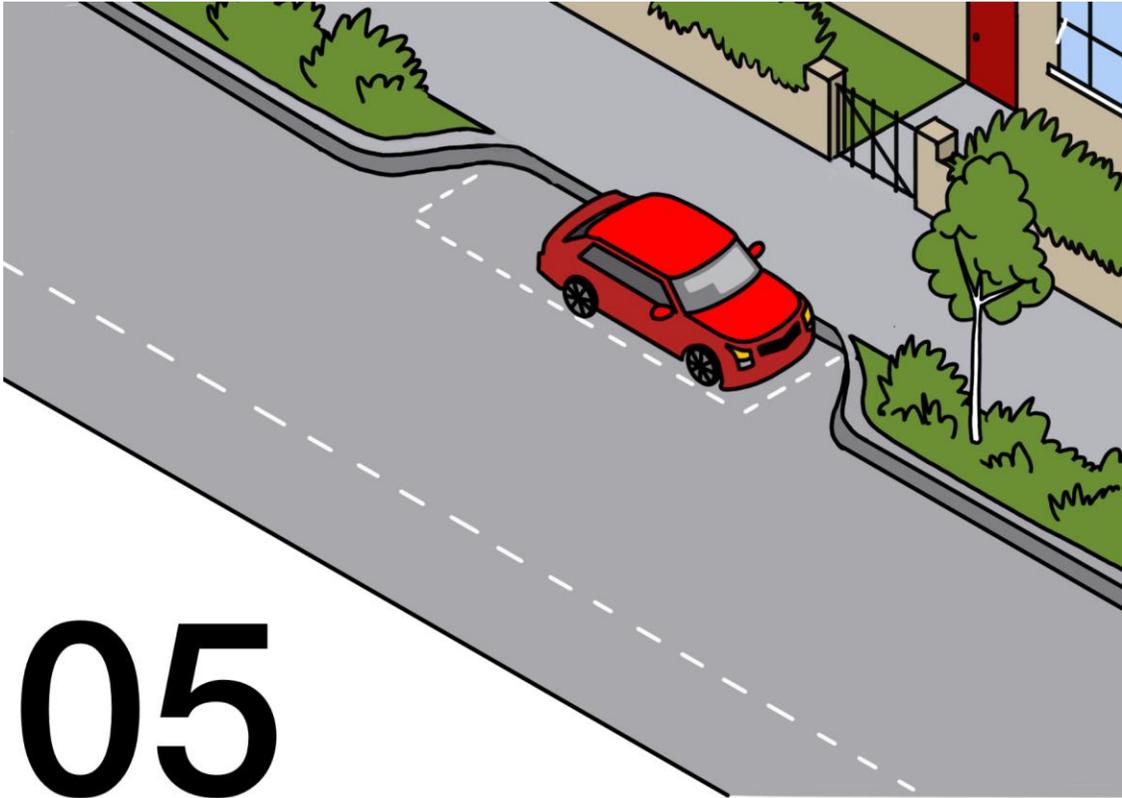




Protected cycle lanes can be created where parking is removed, like in the road shown here, before and after.

The easiest and most effective way to create safe, inclusive streets for cycling and walking is to limit motor traffic – or have streets where traffic is ‘naturally’ low.





05

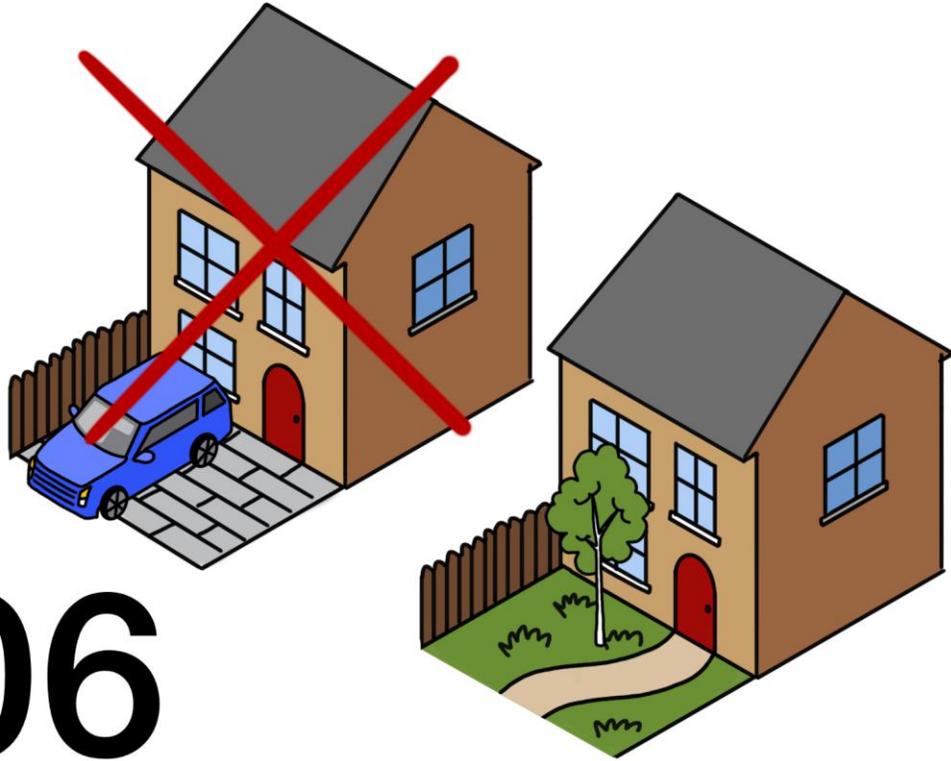
Rain gardens

- **Rain gardens** to capture substantial rainwater and filter road run-off pollution.

MORE HERE

<https://www.cprelondon.org.uk/news/the-new-london-mayor-must-make-london-a-sponge-city/>





06

Front gardens green,
driveways limited

- **Front gardens green, driveways limited.** Front gardens de-paved and re-greened. Illegal crossovers enforced. Pavement crossovers limited to reclaim public kerbside (disabled resident access needs accommodated appropriately).

MORE HERE

<https://www.cprelondon.org.uk/news/front-gardens-on-the-front-line/>





Front garden parking is 'permitted development' but boroughs must give permission for a pavement crossover.

Problems with front garden parking (& associated footway crossovers)

- Pavement crossovers create an uneven pavement which is harder to negotiate for pedestrians and wheelchair or mobility aid users
- Pavement crossovers introduce road danger onto pavements
- Introducing CPZs becomes complex because crossovers can't be blocked.
- Kerbside (public land) in front of a house cannot be used for other things like rain gardens, cycle hangars, protected cycle track etc.
- It's an eyesore / degrades the local streetscene
- Drivers avoid parking controls and costs, so removing a key lever for discouraging car trips

Other problems are: front gardens are often paved, so can't absorb rainwater (though resolved with genuinely permeable surface); loss of habitat and natural air-cooling; and bigger cars now often cause pavement obstruction – see images (this should be enforced).

“Pushing someone in a wheelchair for a couple of months this summer, I found conventional drive crossovers a real problem – it was a real effort to keep in a straight line.”
See this [thread](#) on Twitter.



Tackling front garden parking, crossovers and uneven pavements (1)

- Councils are often concerned about the issues caused by front garden parking (see previous slide) but are limited in what they can do
- They are required to have a crossover policy and this can be used to set high standards for deciding whether a **new crossover** will be permitted (see next slide), and to ensure full council costs are recovered.
- Councils can offer **pavement ‘gullies’** instead of crossovers for EVs
- Councils should always **enforce against illegal crossovers**
- For **existing crossovers**, CPRE London is currently researching if there are ways to require the removal of crossovers (and associated front garden parking) where they are compromising safety, accessibility or wider sustainable transport goals. Watch this space.

*more on request

Tackling front garden parking, crossovers and uneven pavements (2)

Councils can **control front garden conversion via 'vehicle crossover policy'**. To park legally in a front garden, householders must apply and pay for a pavement crossover. Councils can and should set policies so that:

- the true cost of installing a crossover is charged
- the minimum garden size is large enough to ensure vehicles don't hang over the pavement or block the path to the front door
- there is a suitably long minimum distance from a junction for safety
- where Controlled Parking Zones are in place or being installed, pavement crossovers do not impact access to on-street parking; and
- where street infrastructure like trees, SUDS, cycle hangars, cycle or bus lanes etc., are needed, crossovers do not impact on the ability to install those.

Where a crossover is permitted, the **parking surface should be gravel, allowing some plant growth, or a matrix material which allows direct contact with the soil with the rest of the garden green and planted.**



Alice Roberts, Head of Campaigns, CPRE London
alice@cprelondon.org.uk