

# Lewisham Streetscape Design Guide

Consultation draft - summary booklet  
March 2024



**urban**  
movement

# 1. Introduction

The Lewisham Streetscape Design Guide has been produced to provide guidance on the design and materials used in Lewisham's streets and public spaces. It will be used mainly by borough designers and developers when developing design proposals and planning applications; however may also be used by community groups seeking to improve their local neighbourhoods.

This document provides a short summary of the Lewisham Streetscape Design Guide. Further detail on any of the content can be found in the full draft Lewisham Streetscape Design Guide.

# What is it?

## What is the Lewisham Streetscape Design Guide?

The 'streetscape', often referred to as the 'public realm', comprises all of the publicly accessible land and features between the buildings on all the borough's streets (or between the back of the footways where there are no buildings). This is usually made up of the footways (the pavement) and the carriageway (the road) and all the other features in between including: cycle lanes, verges, trees, bus stops, parking and loading bays, etc. It does not include parks, play areas and other major open spaces but may include wide verges (such as London Squares along Rushey Green) and pedestrianised areas and marketplaces (such as Catford Broadway).

Public streets and roads are usually managed by the council's highway department although other council departments, parks, trees and street cleansing for example, also have a role to play in designing and managing the streetscape. The major roads through the borough, such as the south circular, are part of the strategic road network which belongs to TfL who have their own streetscape design

guide and principles, much of which has been carried forward into this document.

## Why do we need it?

In most instances the streetscape has very rarely been consciously designed as a whole and has evolved in an ad hoc manner to the specific needs at the time often resulting in cluttered and degraded public realm. This guidance will ensure that the quality of Lewisham's public realm continually improves, by setting standards for street layouts, materials and furniture; and ensuring it is fit for purpose in serving the needs of people today, and future generations.

## How will it be used?

The guidance will help Lewisham Council officers and private developers design the streetscape elements of projects. It will be a useful tool for Lewisham's development control team to help determine planning applications and we also think it will be useful to elected members and the general public to illustrate the standards and aspirations for Lewisham's streets and public spaces.



**Holbeach Road, Catford**

# What topics does it cover?

The Lewisham Streetscape Design Guide is structured as follows:

## **Street types**

This sets out the different types of streets and public spaces in the borough and the vision for their future. This also sets out some high level design parameters and example diagrams to illustrate them.

## **Street and public space design components**

This sets out the different design components such as carriageways, cycle tracks, footways, junctions and crossings, tree pits and planting beds etc. and the design principles and standards that should shape how these are designed and integrated into Lewisham's streets and public spaces.

## **Material and street furniture palettes**

A key part of the streetscape is the materials from which it is made and the street furniture which helps to facilitate its use. The guide has

four principal material and furniture palettes to allow designers to choose materials that are both appropriate to the place in which the project is taking place and suited to the budget that is available.

## **Model / Template layouts**

A large part of the document is made up of a suite of model template designs for each of the key features of the streetscape from simple crossovers into private driveways to school streets and Homezones. These are intended to illustrate how the principles set out in the document can be delivered on the ground and will help to guide designers to a successful streetscape layout.

# Key principles

## Distinctive and elegant

Respond to the local context and historic environment, and enhance Lewisham's places by applying an elegant spatial design, materials, planting and street furniture that responds sensitively to and enhances local character and distinctiveness.

## Comfort and enjoyment

Support public life and the enjoyment of streets and public spaces. Respond to the local micro-climate to mitigate noise and air pollution; and provide attractive and comfortable streets and spaces that encourage and enable people to spend time in them.

## Economy

Support our town centres and local economy by providing streets that create an attractive, comfortable town centre environment to support public life and encourage people to spend time there.

## Sustainable and active travel

Make it easy for people to walk, cycle, wheel and use public transport for everyday journeys; by providing a network of people-friendly streets, paths and public spaces that make walking, cycling, wheeling and using public transport the logical first choice for journeys; for all aged 8-80.

## Accessibility and inclusivity

Ensure that people of all ages, abilities, genders and backgrounds feel safe and comfortable using Lewisham's public realm; ensuring streets and public spaces are accessible to all; and providing comfortable streets with shade, shelter, low noise and pollution levels.

## Nature

Support ecological processes and create space for nature and wildlife by introducing trees and planting throughout our streets and public spaces, and utilising opportunities for Sustainable Drainage Systems that take the pressure off traditional sewers and drainage, helping to better manage surface water and flooding.

# Best practice

The design of the streetscape should be influenced by many factors related to the local context, and the wider ambitions, such as to increase tree canopy cover, or to get more people walking, cycling and wheeling.

The key considerations are briefly outlined below.

## **Movement**

How do people and vehicles travel through the street or public space?

For example, major streets such as the South Circular are important, strategic vehicle and bus routes, as well as cycle corridors and walking and wheeling routes. Residential or neighbourhood streets however provide local vehicle access, but are important for communities walking, cycling and wheeling.

## **Place**

What type of place are we designing for?

For example, high streets and town centres are important places for activity, and the

streetscape must support these, encouraging people to spend time in our town centres, and supporting businesses. Residential streets are less intense, however can be important for local communities, children playing and neighbours socialising.

## **Place character**

How can we protect and enhance the visual qualities of this street or place?

For example, conservation areas are architecturally distinctive and attractive places, that the streetscape design and materials should complement, to enhance the beauty and character of the place as a whole.

## **Environment and ecology**

What environmental challenges and opportunities for nature-based solutions are there?

For example, how can we ensure the street is comfortable and shaded during hot summers; how can we support local biodiversity; and how can we better manage rainwater and

surface water to reduce flooding?

There is a wealth of policy, guidance and standards related to many of these factors, at a local, London-wide and national level. This includes topics such as accessibility and tactile paving, tree planting, Sustainable Drainage Systems (SuDS), carriageway design, cycling design and conservation area appraisals – and many more. Where appropriate, these have been fed into the Lewisham Streetscape Design Guide.

# Tell us what you think

## What is the purpose of the consultation and how long does it last?

This consultation is seeking any general or detailed comments on the first draft of the document along with your feelings and views about the approach we are taking to tackling some of the fundamental issues around climate change, road safety and economic regeneration for example, as prompted by the twenty questions.

## What will happen to the comments received?

All the comments received throughout the consultation will be analysed and used to inform the development of the final document.



Coulgate Street, Brockley

# 2. Street types

The following section summarises the vision for the different types of street environment found around the borough. These types relate to the movement and place functions of streets, as well the place character and environment and ecology considerations. The layouts shown are based on typical scenarios and provide examples only. Streets differ considerably in their geometry, constraints, and functional requirements, and a bespoke design and approach is required on every street or public space design project.

Further detail can be found in the full draft Lewisham Streetscape Design Guide.



# Residential streets

Traditional residential streets make up most of the borough's public realm and generally have two principal components: footways (pavement) on both sides and a carriageway (road) in the middle, often with parking on both sides.

Our vision for these streets is that they should continue to function as they currently do with several enhancements to mitigate the worst effects of climate change. Where there is space at the kerb side, planted rain gardens with trees can be introduced to catch surface water runoff whilst providing space for nature.

Where there is demand, electric vehicle charging stations can be introduced in carriageway buildouts along with cycle stands and residents cycle storage hangars. If the footway is wide enough trees can be planted into a grass verge.

If rat-running is a problem, modal filters and traffic calming can be introduced to help prevent this, which will also help to make residential streets safe and attractive to cyclists without the need for segregated infrastructure.

- A. Footway free from street clutter.
- B. Trees and rain gardens are interspersed with parking bays.
- C. Cyclists mix with vehicle in low traffic, low speed conditions.
- D. Shared residential cycle hangars enable people to securely store their cycle.
- E. EV charging in the carriageway helps to keep the footway clear of clutter.
- F. Continuous footway treatment at side road junctions to better support walking and wheeling.
- G. Public cycle parking in the carriageway helps keep footways clear of clutter.
- H. Vehicle access points designed to continue the footway with minimal disruption to people walking and wheeling.



# New residential streets and 'homezones'

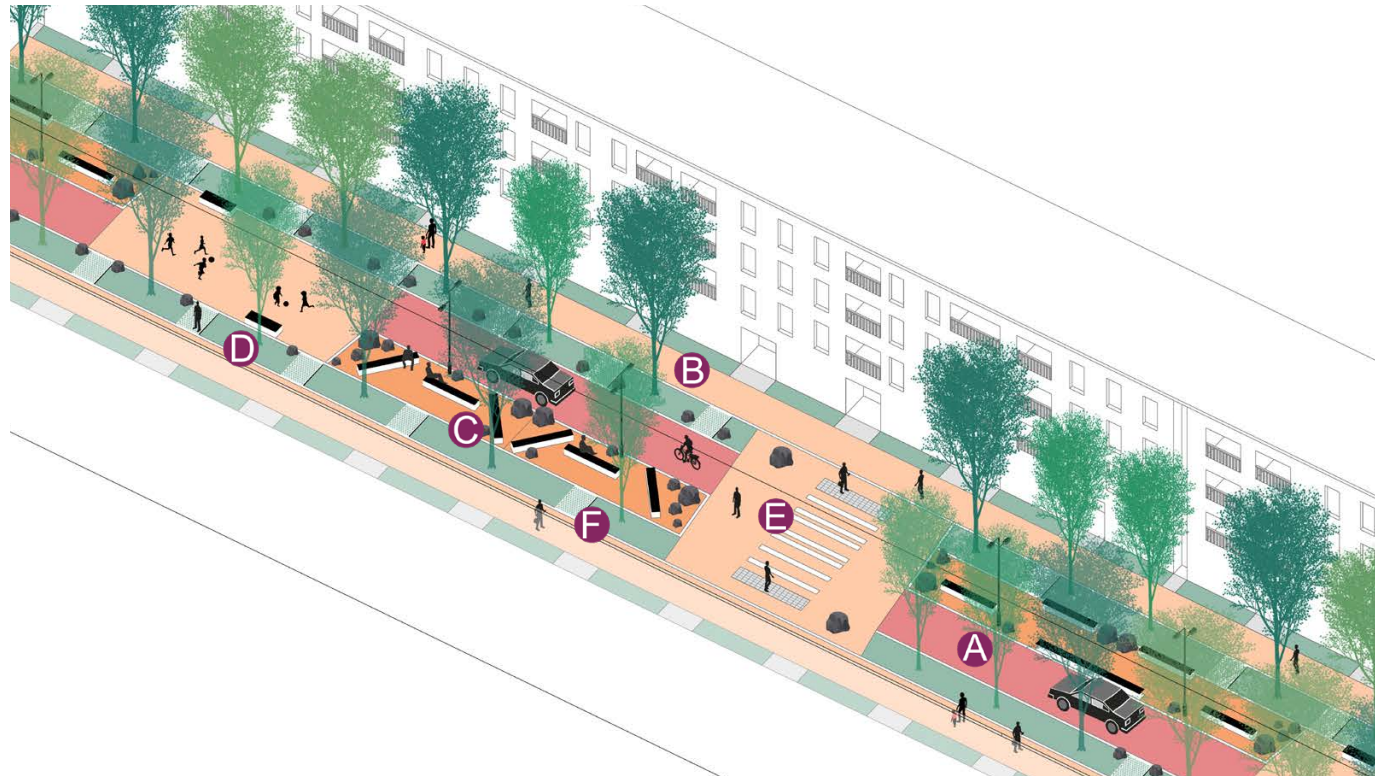
In new residential streets our aim is to create 'homezone' type spaces with low amounts of (or no) through traffic and where drivers travel slowly.

Like traditional streets, they must have footways on both sides and a vehicle movement space in the middle.

All rainfall that lands on the street must be managed in planted rain gardens to avoid placing an additional burden on the drainage system. Trees and in-ground planting should be abundant, creating attractive and comfortable streets to spend time in, whilst providing benefits to local wildlife and ecology.

Areas for activity such as play and socialising can be provided throughout the street and on street parking must be limited to essential users and deliveries only.

- A. Informal street with a shared carriageway for low vehicle flows and speeds to support walking, cycling, wheeling and play.
- B. Separate footway free from street clutter.
- C. Spaces for informal play, sitting and socialising, supporting public life and active childhoods.
- D. Tree planting and rain gardens support local wildlife, provide shade and help to manage rainwater sustainably.
- E. Frequent places to cross the street.
- F. Rain garden bridges enable easy access to the carriageway from the footway.



# School streets

To make it easier and safer for children to walk and cycle to school we would like to introduce School Streets where local conditions are favourable. School Streets have similar look and feel to homezones and are sometimes completely closed to traffic at least during the morning arrival and afternoon home times unless the school is on a strategic through road.

If vehicle access is permitted, the design of the street should encourage very low speeds and good driver behaviour, with build-outs, surfacing treatments, planting and activity.

Planted rain gardens, play gardens and pocket parks can create an attractive focal point around the school entrance, and opportunities for play, helping to encourage walking, cycling and wheeling to school. Cycle parking and seats are concentrated at the school gates for waiting parents and children. To improve the air quality around schools, drop off and pick up is usually excluded from the immediate vicinity.

It is important to engage and collaborate with schools and the local community when developing School Street proposals.

- A. Vehicle traffic levels and speeds are very low to support people walking, cycling and wheeling to school.
- B. Footway free from street clutter and widened around the school entrance.
- C. Informal crossing points.
- D. Informal play features such as logs, stepping stumps and balancing beams.
- E. Public cycle parking and seating provided in key locations.
- F. Tree planting and rain gardens support local wildlife, provide shade and help to manage rainwater sustainably.
- G. Playful surface treatments within the carriageway help to calm traffic and enable children to play.



# Pedestrian priority streets

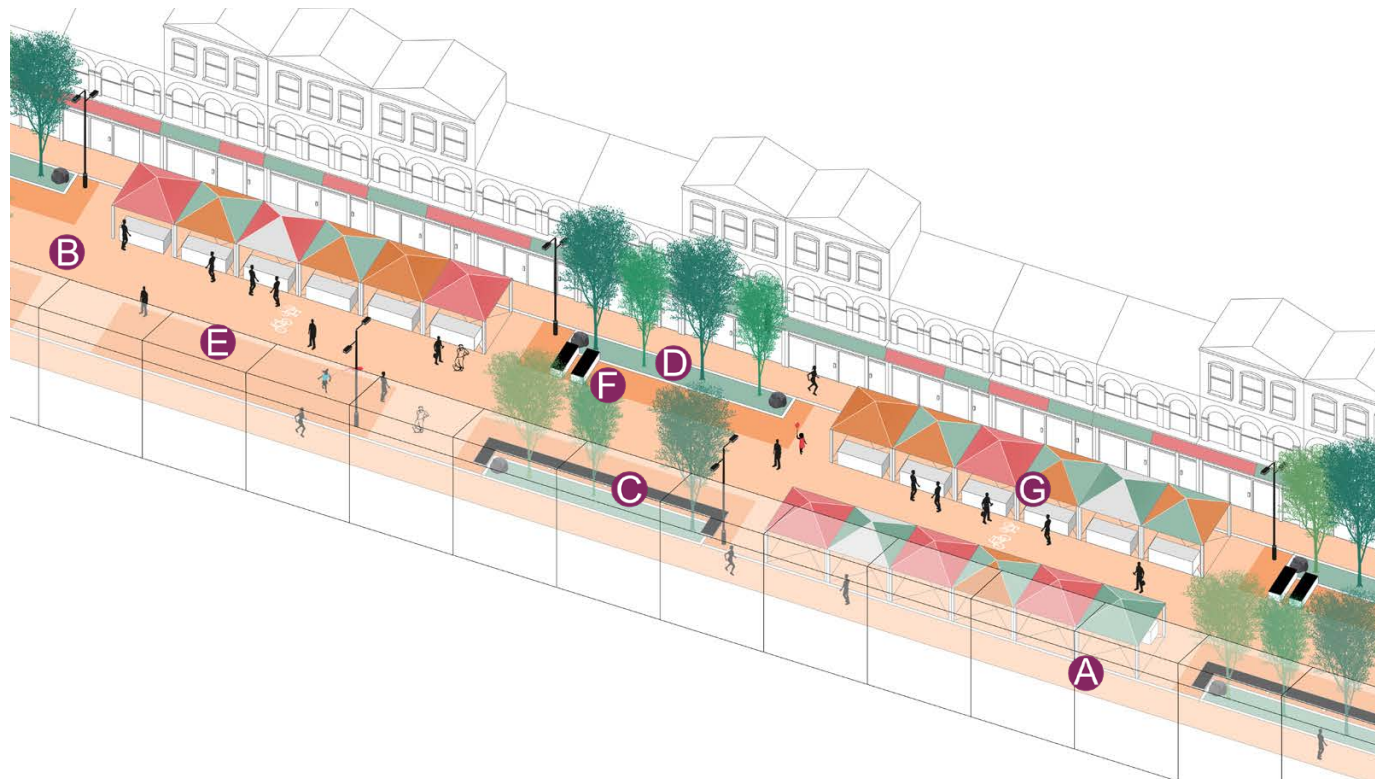
This street type often provides the focal public spaces in town centres, and can be used for street markets, outdoor eating and drinking, socialising and events. These streets have a high number of people walking and wheeling, and low or no vehicle traffic.

Our vision for these streets is to create people-focussed spaces that support a range of activity and encourage people to enjoy and spend time in Lewisham's town centres.

Typically, these streets can have a step free surface where people walk and wheel using the entire space, but with a 'safe footway space' close to the building edge which is free from obstacles to enable visually impaired people to navigate the street comfortably.

Planted rain gardens can be used to collect surface water runoff, and along with trees and seating, can provide focal points for socialising and play. Cycling will generally be permitted through these streets and cycle parking will be provided at strategic locations to support this.

- A. Wide footway free from street clutter.
- B. Very low levels of vehicle traffic, with controlled access restrictions in place.
- C. Plenty of seating provided in key locations.
- D. Tree planting and rain gardens support local wildlife, provide shade and help to manage rainwater sustainably.
- E. Loading pads provided where needed for both vehicle and cycle freight/deliveries and loading.
- F. Ample space for cafe seating, product displays and spill-out to help enliven the street and support local businesses.
- G. Dedicated space for market stall pitches, cafe seating and events, supporting public markets where present.



# Boulevards and city streets

These streets tend to be broad and grand in scale and support an array of functions from strategic vehicle routes, important bus corridors, access to key stations and transport hubs, access to local jobs, and access to shops, food and drink establishments, public and civic services and cultural attractions.

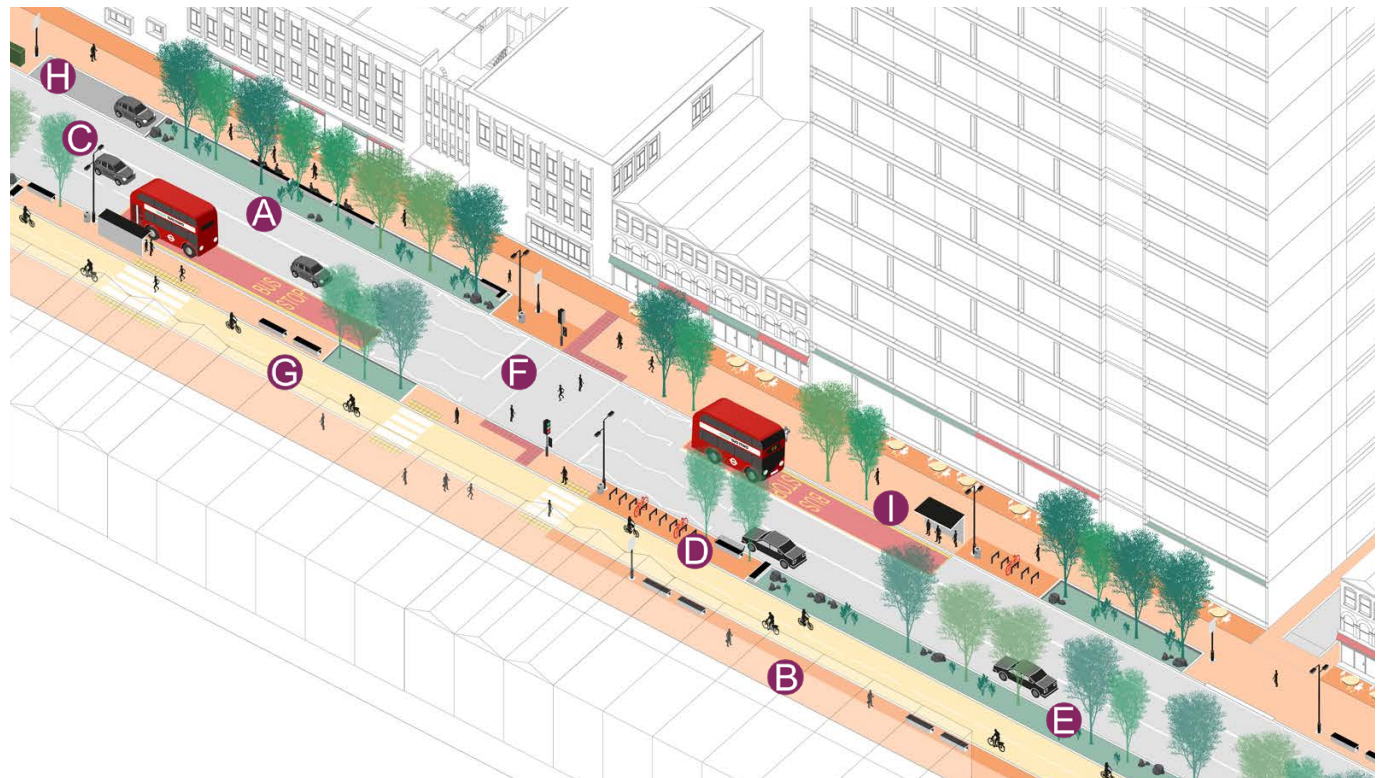
Our aim is to support these existing functions with a focus on creating people-friendly streets that are pleasant to spend time in; and supporting biodiversity, rainwater management and improved air quality with planted rain gardens and avenues of street trees.

Segregated cycle tracks can be introduced, footways de-cluttered and frequent crossing points provided, helping to encourage more people to walk, wheel and cycle in their everyday lives.

Where required, licensable space can be made available to cafes, bars, restaurants for outdoor tables and chairs, creating a pleasant street to spend time in and supporting local businesses.

- A. Bus lanes where needed to provide reliable public transport services.
- B. Wide footway free from street clutter.
- C. Vehicle lanes of an appropriate size and number to free up space for people.
- D. Public cycle parking and seating provided in key locations.
- E. Avenues of tree planting and rain gardens support local wildlife, provide

- F. Frequent signalled crossing points located where people wish to cross.
- G. Bi-directional cycle track enables people to cycle safely and comfortably.
- H. Loading pads provided where needed.
- I. Bus stops provided in key locations with seating and generous waiting space.



# High streets

High Streets are busy streets and important places for our town centres. They perform a range of functions including vehicle, walking, cycling and wheeling movement, and must support the shops, services and businesses along them.

Our aim is to support the economy of high streets so that they remain the vibrant and functioning heart of the community. They should provide safe and comfortable places for people to walk, with wide clutter free footways, raised pedestrian crossings, calmed traffic to reduce noise and air pollution, and seats to rest and socialise. Cycling will be encouraged with segregated infrastructure if there is space or in the carriageway in a traffic calmed space.

Businesses can be supported with loading pads for ease of access to their premises and, where space permits, licensable areas for outdoor tables and chairs. E-cycle and cargo-bike freight should also be supported.

Planted rain gardens and street trees can be introduced to help improve air quality and support biodiversity and rainwater management.

- A. Wide footway free from street clutter.
- B. Vehicle lanes of an appropriate size and number to free up space for people.
- C. Public cycle parking and seating provided in key locations.
- D. Tree planting and rain gardens support local wildlife, provide shade and help to manage rainwater sustainably.
- E. Frequent crossing points located where people wish to cross.
- F. Loading pads provided where needed for both vehicle and cycle freight/deliveries and loading.
- G. Ample space for cafe seating, product displays and spill-out to help enliven the street and support local businesses.
- H. Junction focal point with crossing points on desire lines.



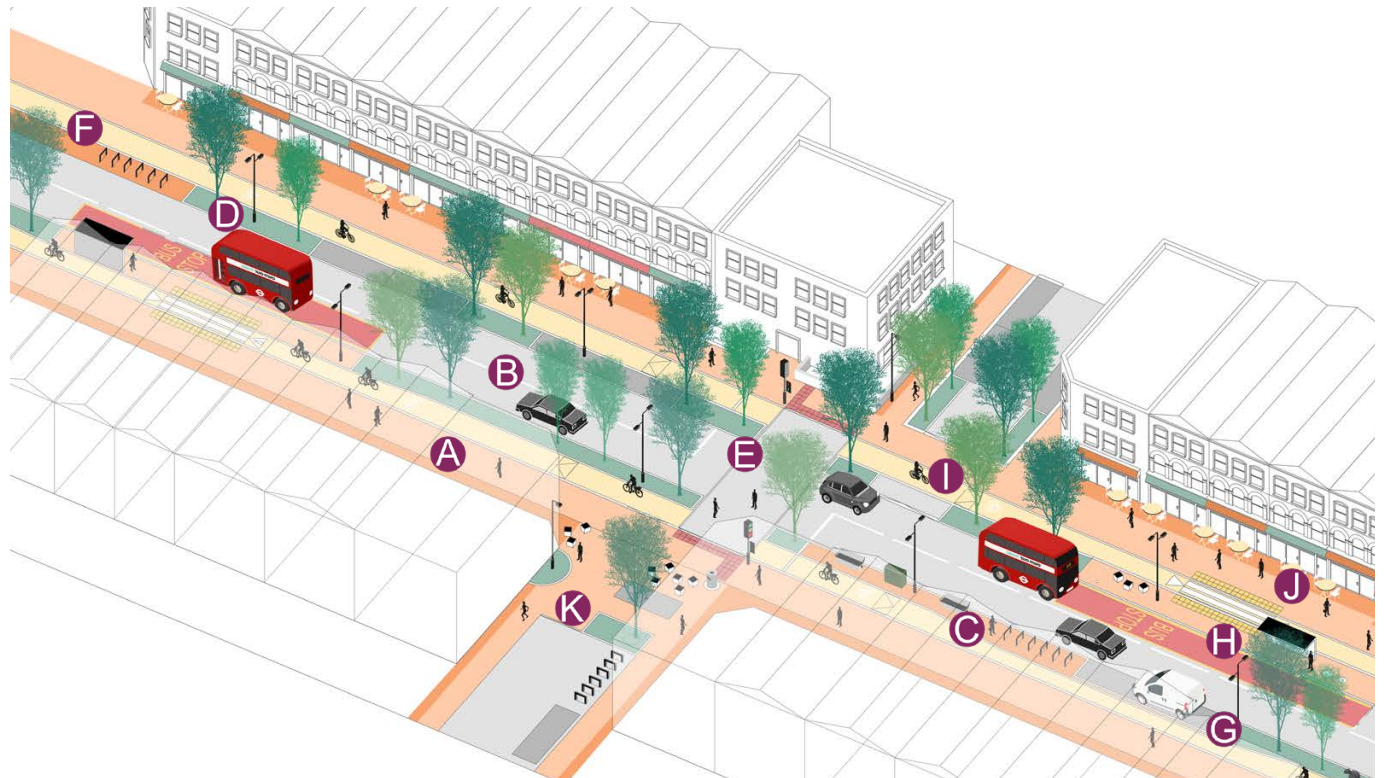
# High roads

High roads have a high movement function, as well as being important places for shops, services and businesses. They are strategically important vehicle, freight and bus routes, often with high demand for cycling with direct connections to important destinations and accommodate shops and businesses.

Our aim for high roads is to support their existing role in the vehicle and public transport network, whilst making them more attractive for people walking, cycling and wheeling with segregated tracks and improved major junctions. High roads should also provide attractive and comfortable spaces to support local businesses and encourage people to spend time there.

Planted rain gardens will help to manage rainwater and reduce pressure on existing drainage systems. Along with planting and large scale avenue trees, these will help to improve air quality, support biodiversity and create attractive and comfortable streets for people to walk, wheel and spend time in. Seats can be provided along with play features to encourage more people to walk and wheel in their everyday lives.

- A. Wide footway free from street clutter.
- B. Vehicle lanes of an appropriate size and number to free up space for people.
- C. Public cycle parking and seating.
- D. Tree planting and rain gardens support local wildlife, provide shade and help to manage rainwater sustainably.
- E. Frequent signalised crossing points located where people wish to cross.
- F. Segregated cycle tracks enable people to cycle safely and comfortably.
- G. Loading pads provided where needed.
- H. Bus stops provided in key locations with seating and generous waiting space.
- I. Continuous footway treatment at side roads to support walking and wheeling.
- J. Space for cafe seating and displays.
- K. Modal filter provides more public space.



# Connector streets

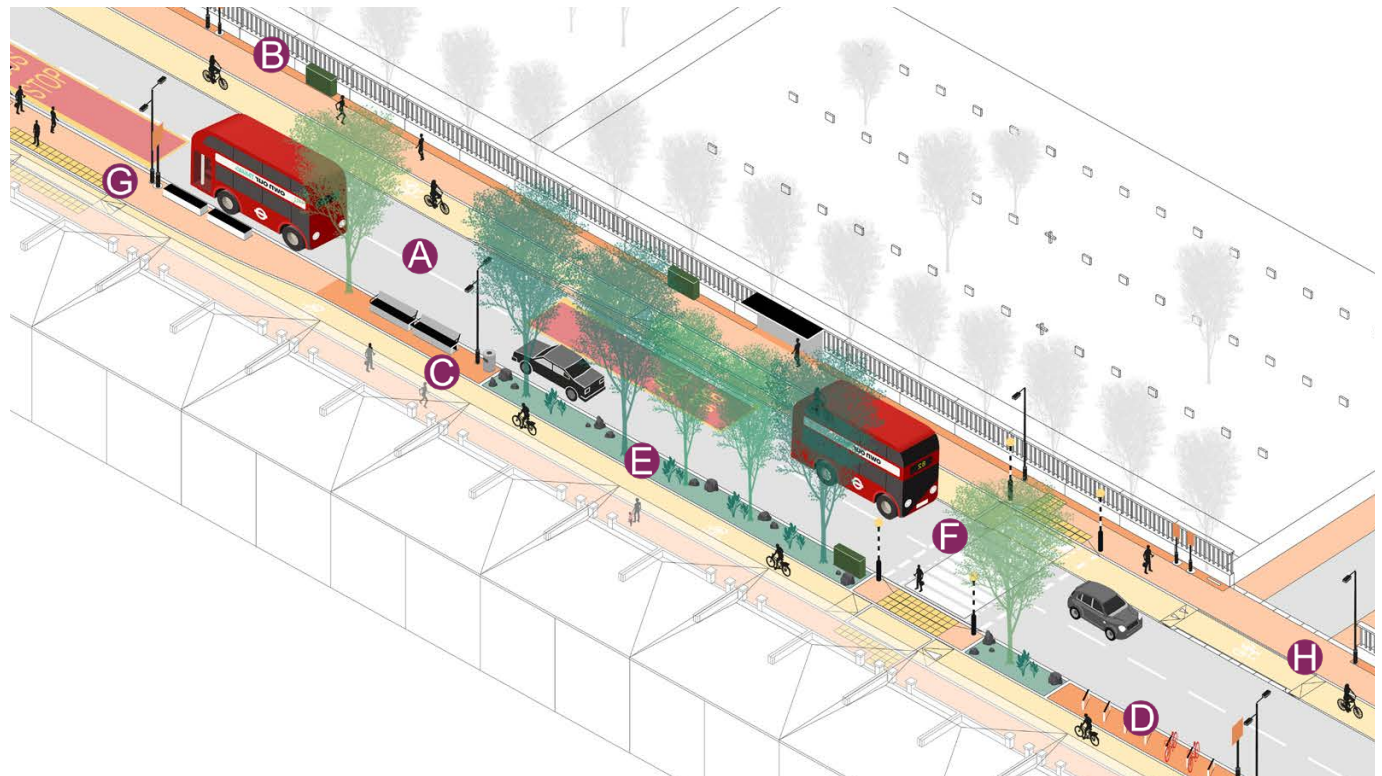
Connector streets provide important vehicle and bus routes, as well as being important for walking, cycling and wheeling trips. They generally have a low place value often with little or no public buildings or shops etc. Traffic speeds can sometimes be high on these streets, resulting in noise and air pollution.

Our vision for these streets and roads is to support their existing vehicle and bus movement function with bus lanes (where appropriate) and enhanced bus stops. Segregated cycle tracks should be provided where possible to support people to cycle and wheel safely and comfortably.

Footways can also be improved to better support people walking and wheeling, with street lighting upgrades, frequent crossing points provided, and seats and resting places introduced.

To help lessen the negative impact of high traffic volumes large avenue trees can be planted in grass and wildflower verges to supplement the planted rain gardens which will help to manage rainwater.

- A. Vehicle lanes of an appropriate size and number to free up space for people.
- B. Footway free from street clutter.
- C. Segregated cycle tracks enable people to cycle safely and comfortably.
- D. Public cycle parking and seating provided in key locations.
- E. Tree planting and rain gardens support local wildlife, provide shade and help to manage rainwater sustainably.
- F. Frequent places to cross the street.
- G. Bus stops provided in key locations with cycle bypasses and seating.
- H. Continuous footway treatment at side roads to support walking and wheeling.





# 3. Street and public realm design components

The following section summarises the different elements that make up Lewisham's streets and public spaces, and how these are best designed to help the borough achieve its wider ambitions; such as supporting biodiversity, supporting health and wellbeing, encouraging active travel and managing flooding.

Further detail can be found in the full draft Lewisham Streetscape Design Guide.

# Footways

The footway, also known as the pavement, can be found on most streets on both sides of the carriageway and it provides a pedestrian-only space, usually separated from the carriageway by a raised kerb. Over the years, the part of the footway used for walking (and wheeling) has become squeezed due to the proliferation of street furniture and fragmented, breaking frequently at side roads and vehicle crossovers.

The guide aims to create a 'clear walking zone' that is free from street furniture, with a smooth, level surface wide enough to allow people to walk and wheel comfortably. This width will vary depending on location as more space is needed on high streets, for example, than on quiet residential streets.

An additional 'mixed use zone' should also be provided, where street furniture, signage, utility cabinets and other features should be located.

The second aim of the guide is to make footways as 'continuous' as possible, which means raising them at side roads and vehicle access points, so that vehicles cross the footway rather than pedestrians having to cross the carriageway (road).



## A - The Cut, London

An example of a well-ordered street with a mixed use zone. Note: private advertising must not clutter the footway.

## B - Shernhall Street, Leyton

An example of the footway being built out into the carriageway, here creating a new public space for tree planting and seating.

## C - New Bond Street, London

Loading pads lightly used through the day provide a significant and uncluttered extension to the usable footway space.



# Carriageways

The carriageway or road is the place where motorised vehicles move around and is often shared with cyclists. The carriageway also often has marked spaces for parking and loading and the kerb side.

The aim of the guide is to make sure that the carriageways continue to allow the safe and comfortable passage of traffic at speeds that are appropriate to the place - typically 20mph. To achieve this, the guide advocates calming traffic principally by narrowing the carriageway in strategic locations using build-outs formed by raingardens.

In many areas carriageways are wider than they need to be which encourages inappropriate parking and higher traffic speeds. The aim of the guide is to make sure carriageways are only as wide as they need to be, allowing space to be repurposed to provide wider footways, rain gardens, cycle infrastructure etc.



**A - Marylebone High Street**

'Baggy' space such as hatched areas and excess carriageway space could be repurposed for planting beds and SuDS features.



**B - Sidcup**

A Restricted Parking Zone (RPZ) and decluttered layout create a simple and attractive streetscape.

# Cycle infrastructure

To support local and national policy to make active travel (walking and cycling) more attractive, it is necessary to build cycling infrastructure (cycle lanes and tracks) into streets where traffic is heavy and / or fast moving. These lanes and tracks will be `segregated' from the traffic with a raised kerb and buffer strip which will be a planted verge or a raingarden on wider streets.

On quieter streets cycle lanes and tracks are not often required especially if `cycle street' conditions can be created by calming traffic or introducing carefully planned `modal filters'



A



C



B

## A - Footway-level cycle track

Footway level cycle track in Leeds, set just below footway level and surfaced in contrasting materials to make it stand out from the footway

## B - CYCLOPS junction

CYCLOPS junction provides segregated cycle facilities on the outside of pedestrian crossing facilities.

## C - Fully segregated cycle track

This carriageway-level cycle track is segregated from traffic using an in-ground planted area.

# Junctions and crossings

Raised tables junctions and raised crossings are already a common feature on Lewisham's streets. They can be signalised junctions and signalised crossings (pelican and toucans) or zebra crossings (sometimes with parallel crossings for cycles) or unsignalised 'informal' crossings.

All these features help people walking, cycling and wheeling to cross the road safely and comfortably.

The guide proposes simplifying the design of crossings and junctions, and combining them with others features such as tree planting and rain gardens. At crossroads it may be appropriate to introduce diagonal crossings.

The guide also advocates for well-designed 'real continuous footways' on side road junctions, where appropriate. This involves raising the crossing area and continuing the footway surface across - to look like the footway continues seamlessly across the junction. This aims to give unambiguous priority to people crossing, and helps to improve compliance with Highway Code by encouraging vehicles to give way.



## **A - Real continuous footway, Clapham Old Town**

Example of a 'real' continuous footway with continuous surfacing and no tactile paving.

## **B - Protected roundabout**

This roundabout employs kerb-segregated cycle tracks, and parallel cycle and zebra crossings on all arms.

## **C - Zebra crossing**

A zebra crossings located on the pedestrian desire lines at a side road junction. planted area.

# Traffic calming

To ensure traffic speeds are appropriate to the place it's often necessary to introduce features that 'naturally' limit speeds. The guide advocates the use of carriageway buildouts to strategically narrow the carriageway as this has a proven effect in moderating speeds. The buildouts will often be created by raingardens which, when combined with trees, help to reinforce the narrowing effect.

In some places modal filters may be appropriate to prevent traffic rat-running through residential areas. Modal filters are simply a device that 'filters' out certain type of vehicles whilst providing a route through for pedestrians and cyclists. Bus gates are type of modal filter which only allow buses through so are formal width and height restrictions which prevent HGV access for example. Modal filters are only ever installed following a detailing alternative route planning exercise along with consultation with the local community. The guide advocates combining modal filters with parklets, play gardens, nature gardens, rain gardens etc.



## **A - Forster Road, Walthamstow**

Modal filters present a key opportunity to integrate in-ground planting, raised planters, street trees and rain gardens.

## **B - Westerham Avenue, Edmonton**

Here, large in-ground rain gardens provide both drainage and biodiversity benefits as well as helping to calm traffic.

## **C - Old Ford Road, Bethnal Green**

This street has employed build-outs with planting to create chicanes along the street, to slow vehicle speeds.



# Planting

Trees are already a very common feature of the streetscape and provide an increasingly important role in mitigating the worst effect of climate change as well as being of huge amenity and biodiversity value. The guide suggests ways in which existing trees can be safeguarded by increasing their rootzone and preventing damage to surfaces and new places where they can be planted.

Rain gardens provide an excellent opportunity to increase the tree cover and the guide advocates the re-introduction of the roadside verge into Lewisham's streets where appropriate. The verge can take many forms from a traditional grass verge, or one that is planted with a low hedge, ground cover plants or wildflowers. Alternatively, they can be surfaced in permeable bound gravel which can still easily accommodate trees and pieces of necessary street furniture. Where there is a verge or footway parking problem, large flat stones can be sited in the verge at 5m centres to prevent illegal parking instead of using bollards. Where there is enough space, wide verges can become planted raingardens.



## A - Walthamstow

A planted verge provides separation from the carriageway outside schools, as well as air quality, biodiversity and surface water management benefits.

## B - Binfield Road, Stockwell

A self-binding gravel strip alongside the parking area provides a permeable surface and space for planting, whilst providing access to parked vehicles.

## C - Deptford Market Yard

Trees soften and provide a sense of enclosure to an otherwise hard urban public space.

# Rain gardens

One of the biggest changes to the streetscape in recent years has come from the introduction of sustainable drainage measures (SuDs) mainly in the form of planted raingardens but also swales and permeable paving.

Rain gardens are a way of managing rainfall that minimises the negative impacts on the quantity and quality of surface water run-off from hard paved surfaces to reduce flooding and pollution in a way that maximises amenity and biodiversity benefits. Raingardens are usually linear verge features around 2m wide filled with free draining soils and planted with a variety of low growing shrubs, grasses and wildflowers along with trees. There are set just below the surface level to collect and store rainfall and runoff from adjacent hard surfaces.



## **A - SuDS scheme, Vauxhall**

SuDS rain garden bed with flush kerbs and boulders to protect the edges.

## **B - SuDS rain garden with bridge, Cardiff**

SuDS rain garden with bridge in Cardiff alongside on-street parallel parking bays.

## **C - SuDS and cycling scheme, LB Enfield**

SuDS provided in the form of on-street rain gardens, improving the streetscape whilst delivering environmental, water management and biodiversity benefits.



# Play and parklets

The covid pandemic highlighted the importance of easily accessible local green space in which to relax, socialise and play. The guide suggests several ways in which play, pocket parks and parklets can be introduced into the streetscape to provide additional green spaces in local neighbourhoods.

Parklets originally were small portable structures made up of seats, benches and planters that typically occupy a car parking space and provide seating and planting on streets where there is little space available. If the location proved successful, more permanent parklets could be built into the fabric of the street. Parklets can be combined with other features advocated in the guide such as modal filters, rain gardens and community food growing beds.

Some of these interventions are more play oriented and can be used to provide play opportunities when formal parks and play areas are too far away. 'Play on the way' schemes provide informal play features such as logs, stepping stumps and balancing beams, and are particularly well-used by children on routes to schools.

The Play Street idea allows local communities to temporarily close a street to through traffic to allow play activities to take place as a one-off event or to trial the idea of a more permanent homezone or pedestrian priority street.



**A - Car Free Day, Lewisham**

Car Free Day enables streets and public spaces to be reimagined and used for play, socialising and events.



**B - Murrain Road, Finsbury Park**

As part of a new residential development, a modal filter was introduced on Murrain Road, enabling the creation of an informal play space.

# 4. Hard and soft landscape guide

The following section summarises the proposed materials and street furniture that should be used around the borough. This guidance will help to ensure Lewisham's streets and public spaces reflect and enhance the character and distinctiveness of their surroundings and be appropriate for the activities and functions of Lewisham's places, from town centres to residential streets.

Further detail can be found in the full draft Lewisham Streetscape Design Guide.

# Introduction

A key part of the streetscape is the palette of surfacing materials and street furniture used. The guide has four principal material and furniture palettes to allow designers to choose materials that are both appropriate to the place in which the project is taking place and suited to the budget that is available.

The materials palettes are described here, and illustrated over the following pages.

## **Standard palette**

This collection of materials and furniture has been developed for projects with a modest budget and has a more utilitarian feel and simple look. It can be used in industrial and retail areas but is still appropriate for use in residential areas with lower project budgets.

## **Enhanced palette**

This palette introduces pre-cast concrete slabs and setts that have an 'enhanced' stone aggregate surface finishes, ground smooth or textured, and can be used in any areas of the borough as there are multiple colour options to respond to local character. Given that these

products are more expensive they will tend to be used in areas with higher footfall such as highstreets, retail precincts and also in new residential developments.

## **Prestige palette**

This palette uses predominantly new stone products that reflect stone products used historically in London. The prestige palette typically will require a higher budget, and will feature most commonly in town centre environments and in areas of cultural and / or historic significance.

## **The Conservation palette**

This palette is intended for use in conservation areas and historic settings to help preserve the character and authenticity. This palette features predominantly reclaimed historic stone paving and kerbs. Where reclaimed stone is not available, matching new stone can be used instead from the Prestige palette.

## **Clay alternative palette**

In some areas clay paving may be appropriate

and a limited range has been included within the palettes. Clay bricks or pavers will most likely be used in industrial areas or where an historic precedent has been set or where co-ordination with local brick is considered important. They may prove a useful long-term material for surfacing cycle lanes as they can have a more human scale than raw asphalt and come with permeable options. Clay pavers have traditionally been the go-to option for cycling infrastructure in Europe for many years.

# Standard palette

The Standard Palette has more utilitarian feel with pre-cast concrete paving and silver, grey granite kerbs and can be used in industrial and retail areas but is still appropriate for use in residential areas when project budgets or relatively modest. In some areas it may be appropriate to use clay materials such as blue engineering brick pavers.

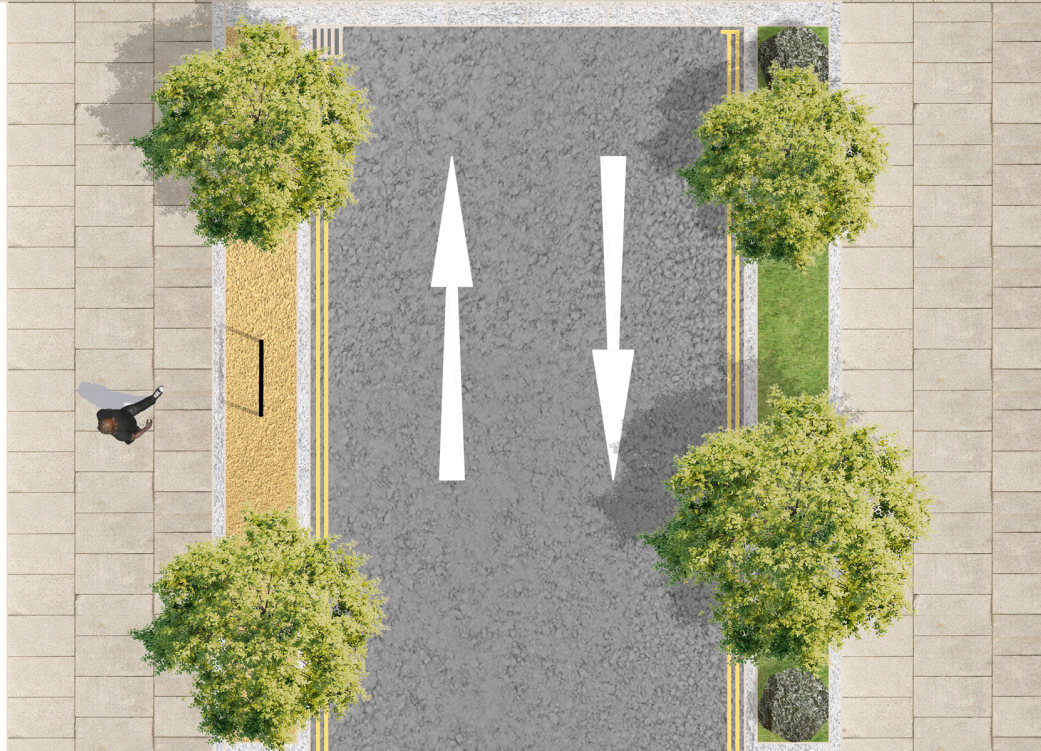
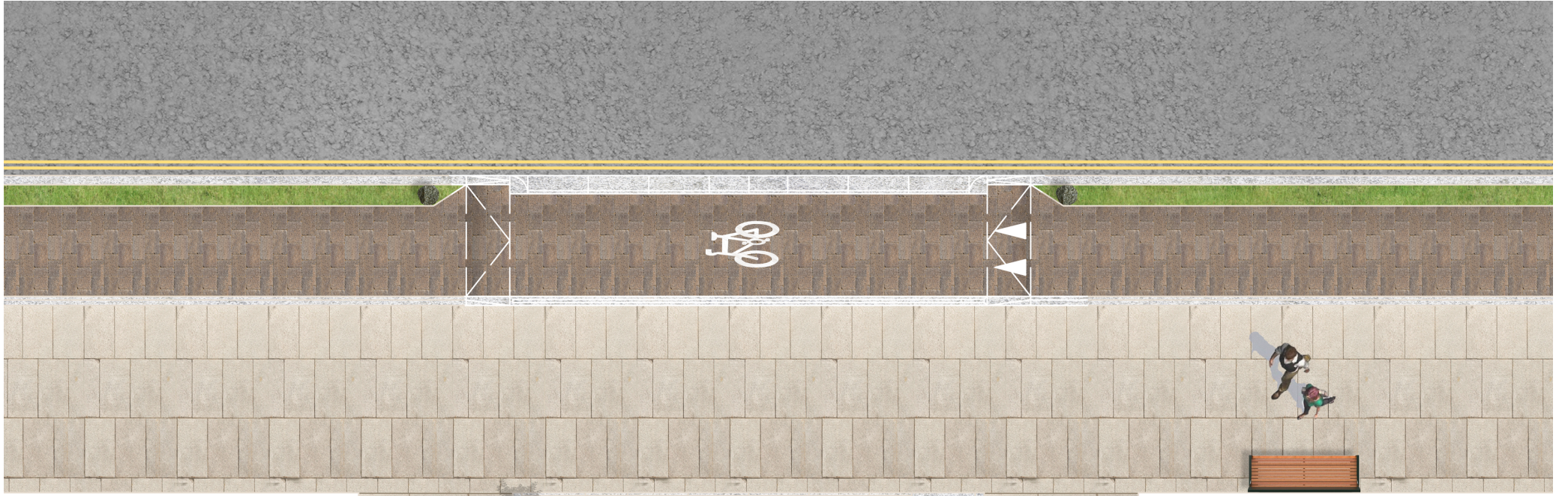




# Enhanced palette

The Enhanced Palette introduces pre-cast concrete slabs and sets that have an 'enhanced' stone aggregate surface finish and can be used in any areas of the borough as there are sufficient colour options to respond to local character. Given that these products are more expensive they will tend to be used in projects with higher footfall.





# Conservation palette

The Conservation Palette features historic stone products to allow the existing public realm character to be preserved and enhanced especially in conservation areas and around historic features and listed buildings. Where reclaimed stone is not available, matching new stone (or clay) can be used instead.



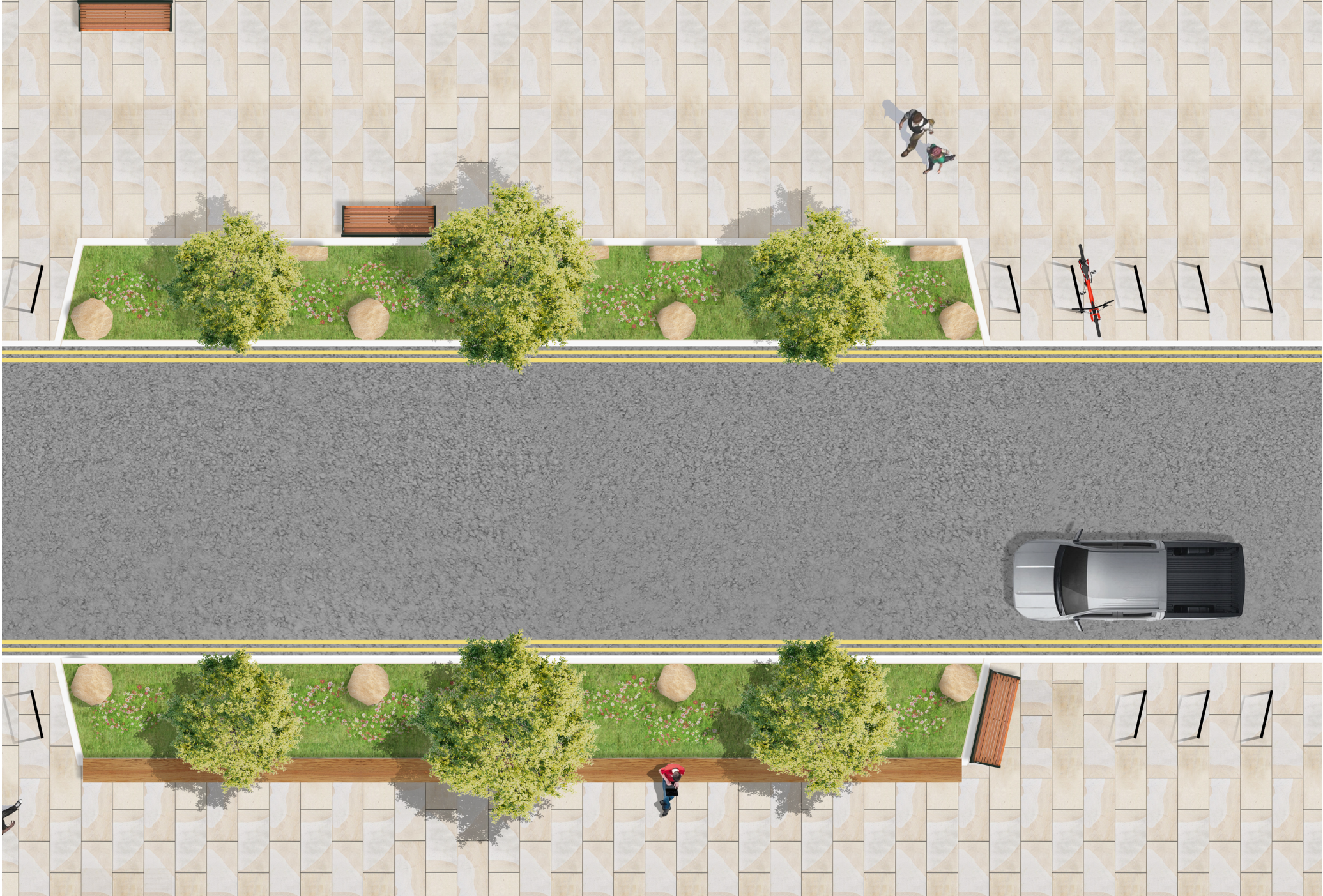




# Prestige palette

The Prestige Palette uses predominantly stone products and given it's relative expense will feature most commonly in town centre environments and in areas of cultural and / or historic significance.





# Tell us what you think

Attend a drop-in session or workshop.

Complete the online survey, or request a hard copy.

Read the full draft Lewisham Streetscape Design Guide  
to see further detail.