

London Borough of Lewisham Streetscape Guide



Foreword

Lewisham's streetscape* is an important feature of the borough. Along with our homes and places of work or study, we spend a great deal of time here.

Considerate planning, management and design can make the streetscape a safe, reassuring and enjoyable backdrop to our everyday lives. But without good planning, the streetscape can easily become unsafe, unpleasant and intimidating.

The Lewisham Streetscape Guide outlines what 'considerate planning, management and design' means in the eyes of Lewisham Council.

This guide outlines **clear principles** that we expect to be upheld when designing or redesigning the streetscape, as well as the bare minimum standards we will accept in terms of workmanship and materials. It also includes **specific guidance** to show how these principles and minimum standards can be met.

The Lewisham Streetscape Guide repeatedly stresses the need for quality in all aspects of streetscape design and across all parts of the borough; because the look and feel of our streetscape can play a major part in making Lewisham the best place in London to live, work and learn.

Thank you to everyone who is working with us to help us realise this goal.



Cllr Alan Smith
Deputy Mayor and Cabinet Member for Regeneration

* When we say streetscape, we mean the things you see at street level when you travel around any built-up area, from paving to street lighting, road signs to litterbins, kerbs to bus shelters.

The Lewisham Streetscape Guide aims to establish what we believe is best practice now. However, technical and design solutions are constantly evolving and we therefore intend periodically to review and update this guide to take account of those changes.

'New development brings opportunities to create attractive new streets and public spaces and beautiful architecture.'

People, Prosperity, Place: Lewisham Regeneration Strategy 2008-2020

'Good design will improve the quality of life for local people and help to attract investment.'

People, Prosperity, Place: Lewisham Regeneration Strategy 2008-2020

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1 Introduction

This guide is one in a series of documents produced by Lewisham Council which focus on the Council's role in maintaining and regenerating the physical fabric of the borough. Others include:

- **People, Prosperity, Place: Regeneration Strategy 2008-2020 (which sets out Lewisham Council's vision for the future of the borough from now until 2020, and the projects and plans which are underway to deliver that vision)**
- **Core Strategy (part of the Local Development Framework, which outlines the key decisions and policies about how much development will happen in the borough; and where, when, and how it will take place)**
- **Lewisham Borough Wide Character Study (which provides a description of the physical form of the borough, its origins, places, streets and buildings to inform an understanding of the particular attributes which make the Lewisham borough what it is today).**

This guide aims to help improve Lewisham's streetscape by providing guiding principles, specific guidelines, and examples of good practice in streetscape design.

1.1 Who is this guide for?

This guide is for anyone with an interest in the appearance of Lewisham's streets, and particularly those individuals or groups whose decisions shape how our streets look. This includes Council officers working in, for example:

- highways
- urban design
- regeneration
- conservation
- housing.

It also includes people working in private sector companies whose work has an impact on the streetscape, including:

- architects
- developers
- contractors.

It may also be of relevance to local groups whose interest in the streetscape gives them a particular experience and expertise, for example:

- conservation groups
- historical societies
- transport campaign groups
- disability groups.

1.2 Guiding principles

These are the main principles underlying the guidance given throughout this document.

1. To preserve Lewisham's character

To strengthen and enhance the qualities and identity of the borough as a whole and its individual areas.

2. To create an inclusive environment

To design the streetscape so that it can be used by everyone – regardless of age, gender or disability.

3. To improve the experience of pedestrians

To make streets friendlier for pedestrians through careful consideration of easy access and movement.

4. To reduce clutter

To reduce unnecessary street furniture to create a simpler, clearer streetscape which does not detract from the built and natural environment.

5. To enhance pavement and carriageway surfaces

To maintain the quality and visual appearance of footways and roads.

6. To consider environmental improvements

To create attractive and comfortable public spaces giving careful consideration to, for example, planting, lighting and public art.

7. To create sustainable solutions

To consider the long term viability of streetscape design, construction and management by taking into account factors such as lifetime costs and maintenance.

1.3 How to use this guide

- This guide is best used as a reference resource but also a stimulant to creative thinking and ideas.
- It offers guiding principles that, if followed, will create a more aesthetically pleasing and life enhancing streetscape for people who live, work, learn and spend leisure time in Lewisham.
- It provides general guidance on everything from bus shelters to litter bins, paving slabs to road signs. It refers to other sources of information and guidelines that might be relevant. (Text that is blue and bold is usually hyperlinked to this additional relevant documentation.)
- It provides a focus for continuing discussion and debate about how best to improve the Lewisham streetscape.
- However, it does not provide rules and guidelines that will be appropriate in all situations; it recognises that, provided the guiding principles are respected, there is often room for local interpretation.



This guide is designed to aid and advise the people whose decisions and actions affect the Lewisham streetscape.

1.4 Structure

This guide is divided into five main sections, each dealing with a different aspect of the streetscape.

Section 1: Introduction

- This section details who this guide is for, how to use it, and the guiding principles behind Lewisham's approach to streetscape and how to use this guide.

Section 2: Local character

- This section, which dovetails heavily with the Lewisham Borough Wide Character Study, seeks to briefly describe the character or 'grain' of the Lewisham streetscape and trace its evolution.

Section 3: Carriageways

- This section looks at guidelines for carriageways in terms of their impact on the streetscape, from traffic calming and road marking to drainage and cycleways.

Section 4: Footways

- This section looks at paving, kerbs and other issues that affect the design and appearance of footways and their impact on the streetscape.

Section 5: Street furniture

- This section looks at the design and placement of objects such as traffic signs, street lights, bollards, guardrails and litter bins.

1.5 Working together

- Any streetscape is the result of the actions and decisions of different organisations or companies, for example:
 - the Council
 - utility companies
 - Royal Mail
 - Transport for London
 - private developers.
- Co-ordinating work between so many different groups is difficult. But working together is essential for a well-planned streetscape.
- For example, co-ordinating the position of different pieces of street furniture can improve the streetscape. Litter bins placed close to bus shelters, for example, can simplify the street scene.
- This kind of approach does not happen by accident. It takes a deliberate effort to work in partnership with other organisations or departments.
- The result of such co-operation is an improved streetscape, because good streetscapes are not created by individual pieces of work, but from how all aspects of the streetscape fit together.



This document provides general guidance on everything from bus shelters to litter bins, paving slabs to road signs.

1.6 Balancing conflicting demands

- Many streetscape projects involve weighing up the conflicting demands of different groups of people before making difficult decisions.
- Some decisions will be guided by legislation, for example the positioning of 'bumpy' tactile paving to help visually impaired pedestrians.
- Other decisions must be made by weighing the needs and demands of different groups of people.
- There may be a creative tension, for example, between those who want to create simplicity and consistency across the borough with those who want express the individual identity of their Lewisham 'village' through its streetscape.
- It is important to strive for innovative solutions to this 'tension' between conformity and individuality. New approaches should be welcomed, provided they respect the guiding principles outlined on page 4.
- No design will satisfy everybody, even if it is a safe and professional solution. Anyone involved in decision-making over the streetscape should therefore keep a record or paper-trail of the decision-making process. What issues were taken into account, for example:
 - the volume of users
 - disability access
 - ease of use
 - safety
 - aesthetics
 - space considerations.

What options were considered? Why was the final solution chosen?

- Keeping these kind of records can help with decision-making and will also be useful if there is a dispute about the project at a later date.

Co-ordination and context are key

This document includes substantial guidance about individual streetscape components and where and when they should (and should not) be used, based on current best practice and what we know of our borough as a whole.

However, just getting the individual components 'right' will not, in itself, result in a quality streetscape. It is the co-ordination of these different components that will enable this document's guiding principles (see 1.2) to be achieved. Anyone designing or redesigning the streetscape should contemplate the area in its entirety, considering the overall function of the streets and spaces, and decide upon an overall layout which incorporates appropriate and complementary individual components.

When designing public realm enhancement schemes, consideration of context is also crucial. Context includes not just the character and appearance of the surroundings but also the way that the place is used and the people who use it. For example, schemes in conservation areas or adjacent to listed buildings should take into account the specific characteristics and features of these areas and buildings.

Understanding and taking note of the area in which you are operating is as important as understanding and taking note of the principles of good streetscape.

2 Local character

- One of the principles of the Streetscape Guide is to ‘preserve Lewisham’s character’. The aim of this is to make sure we strengthen and enhance the qualities and identity of the varied environments that personify the borough. This applies to all areas, not simply conservation areas.
- Deciding how best to ‘preserve character’ can only be done on a project-by-project basis rather than through a series of prescriptive rules.
- The Lewisham Borough Wide Character Study has attempted to identify the key characteristics of Lewisham’s neighbourhoods, and to classify the various urban forms found in the borough – from ‘primary centres’ to ‘complex urban blocks’ to ‘institutional areas’. In each case, the Character Study has outlined what typifies the surrounding streetscape. It is therefore also required reading for anyone embarking on a streetscape-related project in the borough.
- What follows here is a less detailed, more ‘broad-brush’ description of some of the main characteristics of the borough – an attempt to capture some of the key elements of the ‘grain’ of Lewisham.
- It is probably helpful to begin by looking at how the character of the borough as we know it has come about...

2.1 Lewisham’s rivers and land

- The topography of Lewisham has played a vital role in shaping the local character and continues to influence this character to the present day.
- Lewisham is built along two river corridors – the Ravensbourne and the Quaggy – which meet in Lewisham town centre before flowing north to join the Thames at Deptford. A third river, the Pool, is actually a tributary of the Ravensbourne.
- West of the Ravensbourne the land rises to higher ground, for example around Brockley and Hilly Fields. There is also higher ground between the two river corridors, for example around Hither Green; on Shooters Hill in the north west; and in the south of the borough, e.g. Sydenham and Forest Hill.
- This higher ground is an essential part of Lewisham’s character. It gives Lewisham its distinctive hills, which helps to explain why Lewisham is so green compared to many other London boroughs (over 20% of land is parkland or open space).

See Lewisham Borough Wide Character Study p7 for more information including a topographical map of the borough.

- The borough’s topography means that even today much of Lewisham lies on land which may be susceptible to flooding – a fact that must not be ignored when designing public spaces and streets.

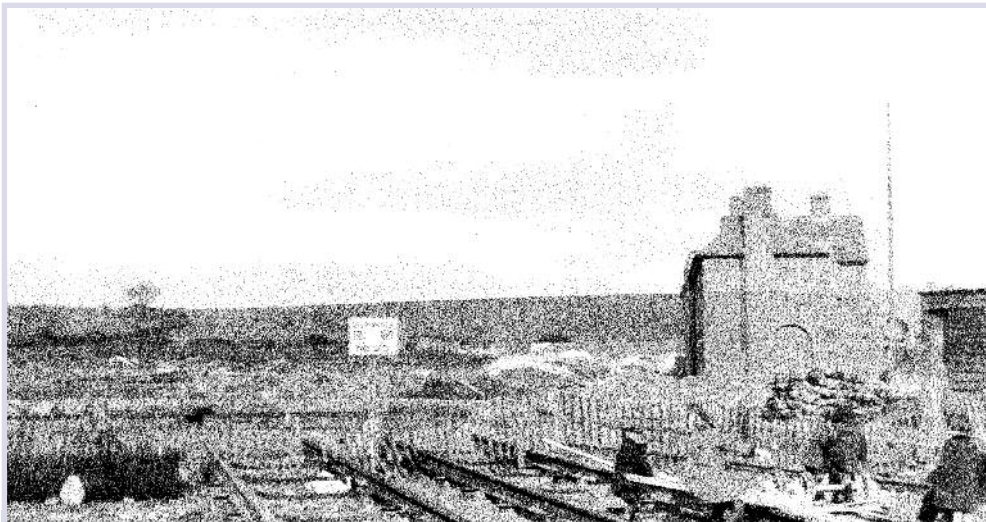
See Lewisham Borough Wide Character Study p8 for more information on flood risk in the borough.

2.2 Evolving Lewisham

- The character of Lewisham's different 'villages' or districts is a result of London's expansion over more than two centuries.
- Before the Victorian era, only Deptford and New Cross in the north were densely populated. These historic areas are closely associated with the industry and commerce of the Thames, notably the navy. Lewisham's oldest buildings are therefore mostly in this area.
- Much of the rest of the borough remained fields and farms up to the Victoria era and even beyond. Settlements such as Rushey Green and Catford were situated alongside the rivers, along with a number of mills (one of which, Lewisham Bridge Mill, can still be seen alongside the Ravensbourne near Lewisham town centre).

[See Lewisham Borough Wide Character Study p28-31 for more information on Lewisham's early history up to 1840.](#)

- As the railways arrived, existing centres of population expanded and merged into each other. New residential areas sprung up around the railway stations such as Forest Hill and Hither Green.



Constructor's railway, Downham estate, mid-1920s
Source: Lewisham Local History Centre

- Green land was built over and previously distinct villages merged into one another. The boundaries between areas became unclear – and remain unclear to this day.
- Many of Lewisham's Victorian streets are tree-lined, with historical features that remain intact and need preserving and enhancing.

[See Lewisham Borough Wide Character Study p32-37 for more information on Lewisham's Victorian and Edwardian history.](#)

- The development of Lewisham southwards continued in the early 20th century.
- The area known as the Corbett Estate in Hither Green and Catford, for example, was built around this time for 'hard working and respectable families'. Accommodating 15,000 people, the estate had plenty of places of worship but no pubs were allowed.
- The southwards development of Lewisham continued after the First World War, notably on former farmland in Downham and Bellingham.



Bellingham Shopping Centre, Randlesdown Road, pre-1934
Source: Lewisham Local History Centre

- The Second World War had a huge impact on the people and fabric of the borough. In 1939 there were approximately 56,000 dwellings in Lewisham; by the end of the war, almost one third were uninhabitable or damaged.

See [Lewisham Borough Wide Character Study p38-39](#) for more information on Lewisham's inter-war history.

- The impact of the war continued to be felt for many years. During the 1940s and 1950s, single storey 'prefab' homes were placed on every bomb site and even in parks such as Hilly Fields and on Blackheath.
- The major Council building programmes from the late 1940s to the 1970s consisted mostly of tower blocks in estates or flats in mostly low-rise building. This often involved the demolition of eighteenth century houses in Deptford and many nineteenth century streets all over the borough.

See [Lewisham Borough Wide Character Study p40-43](#) for more information on Lewisham's post-war history.



See [Lewisham Borough Wide Character Study p88](#) for more information about modern day Lewisham's various neighbourhoods and their individual characteristics.

A sense of place

No two people experience a 'sense of place' in quite the same way.

- When asked where they live, many people say the name of their local area (e.g. Downham, Lee or Forest Hill). People often identify more closely with their 'village', neighbourhood or street than with Lewisham as a whole.
- Yet the concept of 'Lewisham' is an important part of the 'sense of place' too. Almost everyone who lives in Lewisham will know the name of their borough. They will know they live in Lewisham not Southwark, Bromley or Greenwich.
- Sense of place is therefore a complex multi-layered concept which anyone involved in shaping the streetscape must take into account.
- Many planners now use the term 'place-making' to refer to the complex set of influences by which a 'sense of place' is created. This includes the role of culture and background in shaping sense of place.
- The [Homes and Communities Agency](#) offers online courses to help people develop a deeper understanding of place-making.

Blurring the boundaries

Deciding exactly where one area starts and another begins is almost impossible – a consequence of the capital's expansion over the past 200 years.

As London has expanded, formerly distinct villages and neighbourhoods have merged into one. New areas and neighbourhoods have been created, often around Victorian railway stations.

With this expansion, boundaries between areas are often blurred and hard to define. Many residents of Downham still write their postal address as 'Downham, Kent' decades after the boundary change removed their area from that county.

2.3 21st century regeneration

The appearance of Lewisham is changing faster than at any time since the Victorian era.

- Lewisham is one of the fastest-changing areas of London.
- Most new development is focussed on land designated as being in the Thames Gateway. This includes Deptford and New Cross and the land down the river corridors as far as Lewisham and Catford.
- These are the areas in which Lewisham Council is stimulating development and which will see the fastest growth in population between now and 2020.
- The increasing population in these regeneration areas means that the streetscape is particularly important. In more densely populated areas, the quality of streetscape (and other aspects of the public realm such as parks and public buildings) plays a proportionately greater role in enhancing quality of life.
- Lewisham Council will therefore pay particular attention to the quality of the streetscape in these areas and expects other developers to do the same.

See People, Prosperity, Place: Lewisham Regeneration Strategy 2008-2020 for more information about Lewisham Council's vision for the future regeneration of the borough.

Regeneration in action...



The new Deptford Station will include renovating some of the capital's oldest railway arches to create cafes and artists' studios.





Plans are afoot for all secondary schools in the borough to be rebuilt or refurbished by 2016. The new Sedgehill school opened in 2009.



The Loampit Vale site is adjacent to the award-winning Cornmill Gardens...

Loampit Vale in Lewisham town centre is the location of the borough's new leisure centre, scheduled to open in the first half of 2013. It is part of a wider development that includes community facilities, shops, and 788 new homes – the first of which will be completed summer 2011.

Scheme layout

1 Block B	4 Block D2	9 Leisure centre	14 Shops & businesses on Loampit Vale	17 Pocket park
2 Block A	5 Block E	10 Loampit Vale	15 Elmira Street	18 Cultural quarter
3 Block C	6 Block F	11 Cornmill Gardens	16 Family houses	19 Energy centre
8 Block D1	7 Block G	12 Parking under gardens	13 Vain Street	



...which itself is a redevelopment of the former Sundermead Estate.

2.4 Town centres and high streets

Lewisham has 28 town centres, two of which (Lewisham and Catford) are designated as major town centres within the London retail hierarchy.

- Lewisham's town centres play a particularly important part in the economic life of the borough.
- People travel to these areas in larger numbers than to the smaller district and local shopping parades.
- As well as shops, town centres have a higher concentration of bars, restaurants and other nightlife activities than other parts of the borough.
- The quality of the streetscape in town centres therefore needs to be higher and more robust than other areas, to cope with the increased wear and tear.
- In addition, town centres should be somewhere to meet and linger, not simply 'shop and go'. The quality of the streetscape is one of the key factors that will determine how long people want to stay.
- The Council therefore wants to pay particular attention to the quality of the streetscape in its town centres and expects developers to do the same.



Seating arranged in groups rather than rows can encourage people to sit, talk and linger in Lewisham's town centres.

Good pedestrian signage can help people find their way from transport links and car parks to shopping and entertainment areas.



The materials used in Cornmill Gardens, in Lewisham town centre, provide a palette of materials and styles which can be used elsewhere in the town centre – creating continuity and a 'sense of place'.

2.5 Commercial and business districts

Commercial, business and industrial premises can be found across the borough.

- The largest concentration of factories and light industry is around the Surrey Canal Road in the north of the borough. But smaller commercial parks and industrial premises can be found all over Lewisham.
- Where people invest in the streetscape in commercial areas (for example planting trees or tidying up) evidence suggests that occupancy rates and rental income increase.
- Other improvements to the streetscape, for example easier approaches for vehicles and better signs, can help to improve business and therefore the local economy.
- The Council will work in partnership with businesses and landowners to improve the streetscape of commercial and business districts as well as residential and shopping areas.

2.6 Historic features

Improving public space often lies in revealing what is already there.

- In Lewisham, historic assets such as lampposts, bollards, nameplates, railings and boundary markers are dotted around the borough.
- All these features add character to a local area. Preserving and enhancing such features could include renovation and even re-positioning them on occasions.
- Some historic features are 'locally listed structures'. This affords them extra protection, even though they have not been listed by English Heritage. These structures can include features such as historic lamp posts and bollards, as well as entire buildings.
- Other historic features, for example street furniture and paving, are not listed but should still be retained in order to preserve the character of Lewisham. If in doubt, seek advice from the Council's conservation and urban design team.

Contact Lewisham's conservation & urban design team for further information regarding historic features in Lewisham.



The 19th century bollards by the underpass at Forest Hill station are 'locally listed structures' and cannot therefore be removed.

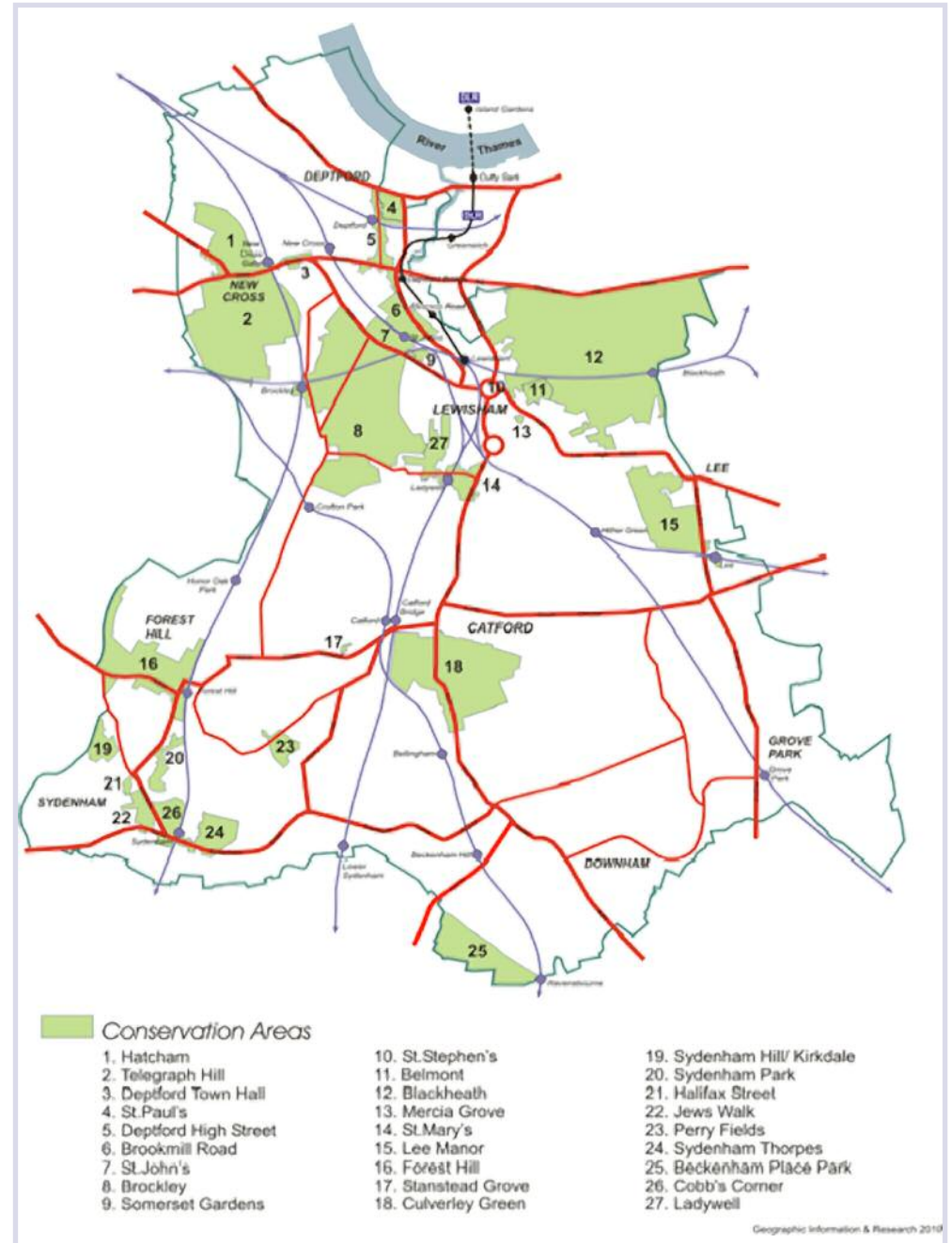
2.7 Conservation areas

Lewisham has 27 conservation areas, ranging from large areas such as Brockley and Blackheath to the smaller-scale Jews Walk in Sydenham or Somerset Gardens off Loampit Hill in Lewisham.

- The principle of preserving and enhancing the historical character of the area applies to all areas of Lewisham, not just conservation areas. However, in conservation areas buildings and streetscape have extra protection.
- Nearly 20% of the entire borough sits within these conservation areas.
- In these areas, conservation officers play an important role in deciding what can be knocked down and what can be built - and what it will look like.
- No buildings can be demolished in conservation areas without consent, and new buildings will only get planning permission if they do not harm the character of the area. Even walls and trees are protected to make sure the character of the area is preserved.
- Whilst special designs for conservation areas may be accepted, it is important to take into account implications for maintenance and repair. In this regard, much of the guidance on, for example, street furniture and paving materials is equally suited to contemporary and historic environments.

For more information about Lewisham's conservation areas, see:

- [Lewisham Borough Wide Character Study p12-15](#)
- [Conservation Areas pages of Lewisham Council's website](#)



Lewisham's 27 conservation areas cover nearly 20% of the borough, from large areas to individual streets.

2.8 Parks

Lewisham's parks are important routes for pedestrians and cyclists.

- For many people walking or cycling through a park is an attractive alternative to arriving at the same destination by street.
- Parks should therefore be treated as part of the streetscape, especially the paths and cycle ways that people use on their journeys.
- Making parks attractive to walkers and cyclists will encourage more people to use them. All Lewisham parks, for example, are now linked by a network of cycle routes.
- Particular care should be given to planning paths which are shared by pedestrians and cyclists.
- In 2010/11, 13 parks in the borough (including Horniman Museum Gardens in Forest Hill) were awarded 'Green Flag' status.

[See the Green Flag Awards website for further information.](#)



Ladywell Fields is an important route for pedestrians and cyclists who want a traffic free route between Ladywell and Catford town centre.



Downham Woodland Walk, part of the London Green Chain Walk, runs from the junction of Moorside Road and Park Road right down to Downham Way.



In addition to Lewisham's parks, there are also numerous green squares which are protected by act of Parliament, such as the one pictured here in Rushey Green.

2.9 Trees

Lewisham's trees are an essential part of the borough's character.

- Lewisham's trees are part of what makes the borough so green, compared to many other parts of London. The Council seeks to maintain, protect and increase the number and quality of trees in the borough.
- Many of Lewisham's trees are within conservation areas and, together with the buildings, form a significant part of the character of these areas. All trees in conservation areas are protected and cannot be removed without permission.
- In conservation areas, work to trees that are over 75mm in diameter at a height of 1.5 metres above the ground requires formal written notification to the local planning authority six weeks prior to the work being carried out. Details of the species, location and the proposed work should be given.
- Work to trees which are dead, dying or dangerous is deemed to be exempt from requiring such formal notification. However, residents should contact the Council's tree officer for advice before work is undertaken.
- Outside of conservation areas, individual trees (or groups of trees) which make an important contribution to the amenity of an area can also be protected by a tree preservation order.
- In general, trees which are visible from the public realm, such as those in front gardens, can justify Tree Preservation Orders (TPOs). There are currently 288 TPOs in force in Lewisham.
- Reasons for the imposition of a TPO are varied. Trees may have a highly visible aspect from a number of viewing points. They may also contribute to the streetscape through their quality and stature. A TPO may be used if an area is being redeveloped and an outstanding tree or trees are likely to be removed.



Lewisham Council seeks to maintain, protect and increase the number and quality of trees in the borough.

- Approval from the local planning authority is required for work to a tree which is protected by a TPO. Dead, dying or dangerous trees are deemed to be exempt. However, the Council would require precise details and also carry out an inspection of the tree.
- Work to trees on footways can be carried out without formal notification, even within conservation areas.
- Trees can also be protected by adding a condition to a planning permission. This is to protect trees which do not necessarily fall within the public realm, or are not eligible to be protected by a tree preservation order, but nonetheless make a particularly important contribution to the amenity of an area. Written permission needs to be sought before work is carried out to these trees.
- Work which has been carried out to protected trees without approval can be a criminal offence and lead to prosecution.
- Trees along major roads on the road network are maintained by Transport for London.

[Contact the Lewisham planning information service for further information regarding trees in Lewisham.](#)

[View detailed specifications for extra heavy tree planting.](#)

[View guidance for the management of overhanging vegetation.](#)



A historic mulberry tree in Lewisham town centre – one of 288 trees in the borough protected by Tree Preservation Orders.

3 Carriageways

- This section deals with design of carriageways – the surfaces of the streetscape designed for use by vehicles.
- The design of the carriageway, and the quality of materials used, can have a major impact on the streetscape. The principles of this Streetscape Guide therefore apply equally to the carriageway as to other aspects of the streetscape.
- For example, simplifying road markings (and using them consistently) can play an important part in removing ‘clutter’.
- Coloured surfaces, for example in bus and cycle lanes, should not be used unless required by legislation. If coloured surfaces are required by law, bright shades should be avoided to reduce the visual impact on the streetscape.
- Some Lewisham roads classified as A (for example, A2, A20, A21, A202, A205) are maintained by Transport for London and are subject to additional streetscape guidance issued by Transport for London. Other roads are the responsibility of the Council. All roads and road markings must also conform to relevant legislation.

3.1 Carriageway materials

High quality, durable materials should be used on all carriageways in Lewisham, with regular maintenance to keep the surface in good condition.

- There are three types of asphalt commonly used in Lewisham’s roads:
 - hot rolled asphalt
 - stone mastic asphalt
 - asphaltic concrete (formerly known as Dense Bitumen Macadam)
- Site-specific conditions must be taken into account to decide material specification. For example, stone mastic asphalt is used in areas of heavy traffic.
- Granite setts can be used where appropriate, for example on streets with low volumes of traffic. However, these may present a hazard to cyclists and pedestrians when wet.



Granite setts, such as these in Blackheath, should only be used where there are low volumes of traffic.

3.2 Drainage

Changes to the road layout can have a significant impact on drainage, especially footway build-outs and raised entry treatments.

- Providing adequate drainage when changing the road layout can significantly increase the cost of the project. These costs need to be calculated and taken into account at the planning stage.



Gully cover on the carriageway.

- Do not align gully grates so that they are a danger to cyclists. If positioned wrongly, gully covers can catch cycle wheels and cause an accident.
- Try to keep gullies away from pedestrian desire lines, on the footway or pedestrian crossings.
- All new gullies must connect direct to the public sewer, not to another gully. Seek permission from Thames Water before connecting the gully to the public sewer.

3.3 Road markings

Road markings can have a major impact on the streetscape. This section looks at some of the guidelines that need to be followed.

The design and positioning of road markings is governed by the [Traffic Signs Regulations and General Directions \(TSR&GD\) 2002](#). Anyone marking roads in Lewisham must comply with these regulations. (See also 5.1 Traffic signs).



Anyone marking roads in Lewisham must comply with Traffic Signs Regulations and General Directions 2002.

Particular attention should be paid to the following:

Yellow lines

- All yellow lines in Lewisham conservation areas should be 50mm in width.
- Elsewhere in Lewisham both 50mm and 75mm lines occur. The narrower line is now preferred. Where opportunities exist, such as when resurfacing the road, the wider lines should be replaced with narrower 50mm lines.

- When reinstating lines, take care to make sure new markings lie directly on top of old markings.
- Never paint lines on top of granite setts or cobbles. Where these lie adjacent to the kerb (forming a drainage channel) paint yellow lines outside them not on top of them.

Cycle markings

- Cycle markings are used to indicate a cycle route or other facilities for cyclists. They also warn other motorists to look out for cyclists.
- The [London Cycle Network \(LCN\) Design Manual](#) contains full specifications for all cycle markings.
- On busy roads with fast or heavy traffic, segregated cycle lanes and mandatory cycle lanes are preferred. These are marked by a continuous white line and are for use by cyclists only.
- An alternative is an 'advisory' cycle lane. These are marked by an intermittent white line and show recommend routes for cyclists.
- Green surfacing should be only used on cycle paths, though there is no obligation to use it. Green anti-skid surfacing can wear quickly, especially on busy road. Any cycle superhighways in the borough will be painted blue, following Transport for London guidelines.
- Cycle logos can be used on their own or within cycle lanes to indicate a cycle route. These should be spaced 60-100 metres apart, depending on visibility. Place a cycle logo immediately after a junction to confirm the route.
- Cycle 'advance stop lines' help cyclists at signalled junctions by allowing them to stop ahead of motor vehicles. Where space allows, they should be added to each arm of a junction. The box should be 4 metres deep with a 1.78 metres high cycle logo and a feeder lane. See the [LCN Design Manual](#) for full details.

Parking

The Council's [parking manager](#) authorises all decisions over parking in the borough, including the location of parking and parking signs/road markings.



Anyone marking roads in Lewisham must comply with Traffic Signs Regulations and General Directions 2002. Cycle markings are used to indicate a cycle route or other facilities for cyclists.

3.4 Changing traffic flow

Changing traffic flows can have a significant impact on the streetscape, affecting footways, signs and street furniture.

- Most carriageways were originally designed for two-way traffic. However, increased volumes of traffic mean that changes to the flow are sometimes needed to improve road safety and traffic management.
- Common changes to traffic flow include:
 - making standard streets into one-way streets (possibly with a cycle contra-flow)
 - restricting motor vehicle entry
 - banning U-turns
 - banning right turns.
- If planning changes to the traffic flow, consider the impact of the changes carefully. For example, if fewer vehicles are using the road, drivers might be tempted to drive faster. And if one road is closed to traffic, nearby roads may also see an increase in the volume of vehicles, leading to other problems.
- When changing any traffic flow, the impact on cyclists in particular needs to be considered.
- If the proposed change is likely to cause more traffic elsewhere, the traffic management study should cover a wider area.
- Restrictions on traffic flow need not apply to all vehicles. For example, cycles and buses can be allowed to use a road even if other vehicles are banned.
- All changes in traffic flow (including direction and restrictions) must be clearly signed (see [TSR&GD 2002](#)).
- Changes to traffic flow can be reinforced by changing the layout of both the carriageway and footway. This might include changing footway widths, adding footway build-outs, and installing traffic calming (see 3.6 Traffic calming).
- However, wherever possible, try to maintain the original shape and symmetry of the carriageway.
- Effects on carriageway drainage must be considered at the preliminary stages of design.



Before 2010, two sides of the Kender Street 'triangle' in New Cross – New Cross Road (above) and Queens Road – were only one-way to traffic. These roads now allow traffic in both directions, expected benefits of which include a reduction in traffic congestion resulting in less noise and pollution, improved bus journey reliability, improved road safety and easier access to places within the 'triangle' including Besson Street community garden.

3.5 Footway build-outs

Where the footway is widened and built out into the carriageway this is called a footway build-out.

- Footway build-outs are used to make the carriageway narrower and calm traffic at, for example, the junction of a main road and side road.
- Because the carriageway is narrower, footway build-outs also make it easier for pedestrians to cross the road.
- Build-outs should be constructed of the same materials as the original footway, with continuity of paving.
- Flecta bollards, including solar-powered versions, can be used to make the build-out more visible at night.
- Build-outs can also be used to re-align the carriageway so that roads meet at perpendicular angles. This makes it easier for pedestrians to cross and calms traffic too.
- Build-outs can be constructed on just one side of the carriageway or both sides, depending on the location.
- If the footway is widened, old street furniture may be left 'stranded' in the wider footway and cause an obstruction. In such a situation, street furniture should be relocated.
- Build-outs have a significant effect on drainage. Normally, water drains along the kerb line. If a build-out interrupts the kerb line then a drainage gully will be needed.
- A single, wider footway build-out may be cheaper and make drainage easier. It might also allow more room for street furniture such as cycle stands and benches, although make sure these do not interfere with pedestrian sight lines.



A single wider footway build-out can be a cheaper option.

3.6 Traffic calming

Various measures exist to reduce the speed of traffic and help to enforce speed limits.

Speed cushions and speed humps

- Traffic calming measures most commonly used in Lewisham include:



speed cushions; and...



... speed humps with sinusoidal slopes.

- Speed humps and speed cushions will be installed by the Council's highways department following Department for Transport guidelines which cover the recommended profiles, widths and spacings.
- Sinusoidal slopes reduce the severity of the slope and are less jarring for cyclists and reduce damage to cars. All new humps installed in Lewisham should be sinusoidal.
- Speed humps are generally more effective at slowing traffic than speed cushions. They cover the whole width of the road, falling short of the kerb line.
- Speed humps must not be constructed on any bridge or other structure such as a subway, culvert, or inside a tunnel, or within 25 metres of such a structure. This is because the vibration caused by vehicles going over the humps can cause damage.
- Emergency vehicles and buses are largely unaffected by speed cushions. Speed humps, however, are not generally allowed on roads in Lewisham used by bus routes or on Emergency Priority Routes.

[View detailed specifications for speed cushions.](#)

[View detailed specifications for sinusoidal speed humps.](#)

[View detailed specifications for sinusoidal ramps.](#)

Raised entries

A raised entry at the junction of a main road and side road will encourage vehicles to slow down as they turn into the quieter street.

- Raised entries also make it easier for pedestrians to cross the side road, because there will be no kerb upstand (i.e. the crossing point will be level).
- The exact treatment of raised entries will vary from location to location, depending on the type of road and the road layout. It will also depend on whether buses use the road. (Refer to Transport for London guidance if the road is used by buses).
- The ramp at either side of the raised entry should have a gradient of between 1:10 (max) and 1:20 (min). If the route is used by buses and emergency vehicles, use the minimum gradient. All other roads should have steeper ramps in order to keep traffic speeds down.
- The 'front' ramp of the raised entry must start 'in line' with the main road kerb line.
- If buses use the route, the length of the tabletop (i.e. the distance between the two ramps) should be at least 6 metres to avoid 'grounding'. On other roads, the

tabletop should be 5-6 metres, although other sizes may be acceptable depending on the road layout.

- Pedestrians will find it easier to cross the road if the tabletop of the raised entry is on their normal line of walking (i.e. they don't have to change direction to use it). This is particularly helpful for visually impaired people.
- Raised entries can affect drainage because the normal kerb line (along which water usually drains) is interrupted.



A raised entry at the junction of a main road and side road will encourage vehicles to slow down as they turn into the quieter street

3.7 Pedestrian refuges

Pedestrian refuges help people cross the road and are installed on wider roads with relatively low traffic flow. Pedestrian refuges can also help with traffic calming.



Pedestrian refuges are generally to be found on wider roads with relatively low levels of traffic.

[View detailed specifications for traffic islands.](#)

4 Footways

- Footways are the surfaces designed for pedestrians.
- Enhancing the quality and consistency of footways is a vital part of improving the streetscape.
- A well designed footway – of the right width and with dropped kerbs, raised tables and easy-to-use crossing points – encourages people to walk rather than take the car.
- It can help to make sure that the environment is accessible to all – regardless of age or disability.

4.1 Footway widths

Some pavement obstructions are inevitable in any streetscape. But reducing clutter can keep them to a minimum and make pavements appear wider.

- Pavement widths vary depending on the location and type of street. Two adults passing need a minimum of 1.8 metres 'clear footway'.
- 'Clear footway' is the unobstructed width of the pavement, not simply the width from the kerb to boundary wall.
- New footways need to be at least 2.4 metres if they are to incorporate trees.
- Street furniture placed on the footway can significantly reduce the 'clear footway' and make streets less attractive to pedestrians.
- Bollards, guardrails, letter boxes, trees, bus shelters, cycle parking, traffic signs and litter bins are just some of the obstructions commonly seen on the footway.
- One way to increase the 'clear footway' is to cluster or 'bunch' street furniture. This creates a simpler, cleaner streetscape and makes the street look visually free of clutter.
- Another solution is to remove unnecessary street furniture when the opportunity arises (see 5.8 Bollards and 5.9 Guardrails, for example).

- Illegal obstructions, such as shops spilling out into the street should be reported to the Council's **environment enforcement team**.
- Shared use surfaces, where no distinction is made between the footway and the carriageway, are normally only appropriate where traffic volumes and speeds are low. These schemes need to be carefully considered taking into account the needs of blind and partially sighted people as well as any additional bollards that may add clutter to the streetscape.



One way to increase the 'clear footway' is to cluster street furniture

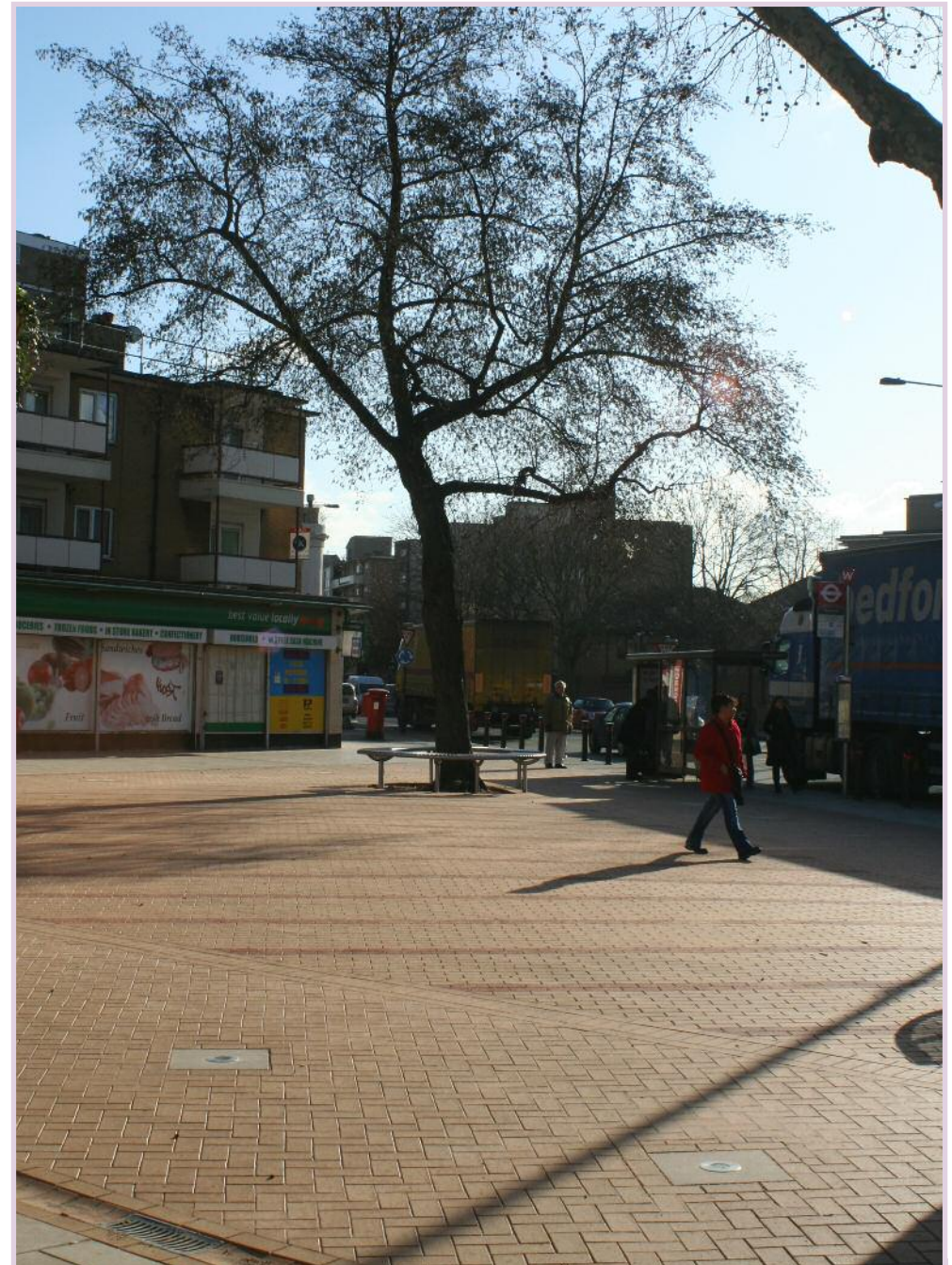
4.2 Paving

Paving forms the foreground of almost every street scene in Lewisham.

- All paving should be keep simple and unfussy in pattern, style and colour.
- Historic paving should be maintained and restored where possible. Respect local designs and details as well as the age of the local built environment.
- Do not use small unit blocks in random patterns and colours. This fragments the street scene and detracts severely from the character of many areas. Avoid 'artificial' colours.
- Co-ordinate pavings with existing or new street furniture.
- When selecting materials, check that the paving materials are appropriate for the environment, robust, easily repaired and available from a renewable source.
- When selecting materials, use sustainable accounting methods to take into account the lifetime costing.
- Traditional materials may be more expensive to install but might be better value because they are durable, improve with age and can be recycled.
- By contrast, cheaper artificial materials require regular replacement, deteriorate with age and are unsustainable. Invest in quality.

Standard paving slabs

- Concrete paving slabs are a practical, cost-effective alternative to natural stone paving and can be used on all footways, including in conservation areas.
- This durable, neutral paving slab is easy to clean and maintain. It replicates the appearance of the traditional two-foot square paving and can therefore connect old and new paved footways across the borough. Chamfered paving slabs are safer than standard slabs.



Paving should be simple and unfussy in pattern, style and colour.

York stone and other natural stone

- York stone is the traditional paving for many London streets. It is widely used in, for example, Blackheath and Lewisham town centres.
- York stone and other natural stone (such as granite) is aesthetically pleasing but York stone is expensive both to lay and to repair. It is also easily damaged by over-running vehicles.

Bituminous surfaces

- Bituminous or 'black top' surfaces are a quick and acceptable paving solution for many streets, especially in residential areas.
- They provide a smooth surface when first laid but can quickly become unsightly if dug up and repaired, for example by utility companies.
- Bituminous surfaces should also be used in any area where shallow-rooted trees might otherwise cause paving stones to lift. They are more flexible than paving slabs and therefore less likely to be broken by tree roots.
- Where streets are tree-lined, bituminous surfaces might need to be used across the whole width of the footway. Future tree-planting should favour trees that are not prone to being shallow rooted.

Block paving

- Concrete or clay block paving is stronger than concrete paving and therefore provides a good option when over-running vehicles might otherwise damage the footway.
- However, block paving can look fussy and unnecessarily complicated, especially if laid in random colours and patterns. It should therefore be used sensitively and simply.

Over-running vehicles

- Sometimes paving is over-run by vehicles (e.g. parking on the footway along kerbsides and at unprotected corners). This can damage the paving very quickly, leading to expensive repair bills.
- Where vehicles are likely to over-run kerbs and corners you might, for example, use reinforced concrete slabs to reduce footway damage. These can withstand heavy vehicles and should be used in preference to switching to smaller blocks at the kerbside, because it creates a simpler, cleaner streetscape.



Block paving is stronger than concrete paving and therefore a good option when over-running vehicles might otherwise damage the footway.

- Stronger block paving should, however, be used in areas where vehicles are likely to use the footway regularly (e.g. footway parking and in delivery areas).
- Slabs such as the 400mm x 400mm x 65mm Trafica slab can withstand regular use by vehicles up to the maximum legal road-going weight, including vehicles that use stabilisers.
- Turning vehicles can cause particular problems, because they cause paving to 'twist'. Tegula paving can provide a solution here, as the blocks abutt each other.
- Where possible, bollards or guardrails should not be used to prevent vehicles mounting the footway as they result in 'clutter' and go against the principle of a cleaner, simpler streetscape.

Tactile paving

- Tactile paving surfaces convey important information to visually impaired pedestrians and are now widely seen across Lewisham.
- Anyone creating new footways should comply with the guidelines on the use and laying of tactile paving.
- Tactile paving must be laid with the utmost care and attention to detail in order to integrate it with the surrounding pavement. For example, where tactile paving is set into service covers, it should face the same direction as the surrounding tactile paving.
- Use buff tactile paving for uncontrolled crossings, side-road junctions, raised crossings, access road crossovers and signal junctions without pedestrian phase.
- Where the crossing is not at right angles to the kerb, lay blister paving in line with the angle of the crossing rather than the kerb.
- Use corduroy paving to warn visually impaired people of specific hazards, such as steps, or where a footway becomes shared by cycles.
- Use red tactile paving at controlled crossings. Buff tactile paving should be considered in conservation areas.



Tactile paving surfaces convey important information to visually impaired pedestrians.

4.3 Kerbs

Kerbs are one of the most important features of the streetscape. They not only define the limit of the footway, they add character and interest – emphasising the street's width and direction.

Kerb alignment

- Kerbs are usually the aspect of the streetscape that changes least over time. The quality and consistency of kerbs is therefore a high priority.
- The alignment and design of the kerb plays a vital part in controlling vehicle speeds, helping pedestrians and cyclists and creating a 'sense of place'.
- Quality is particularly important as kerbs need to withstand being mounted and scraped by vehicles.
- Where new kerbs join existing robust or historic kerbs, the dimensions of the existing kerbs should be followed to maintain consistency.

Granite kerbs

- Kerbs in Lewisham have historically been of granite in different arrangements.
- Granite is the supreme material for kerbs. It is the hardest-wearing natural material, full of character and improves with age. It is the material best able to withstand wear and tear.
- Existing granite kerbs should be retained wherever possible.
- Where kerbs need to be repaired or replaced, use only high quality materials that reflect the character of the area and match local historic kerbs.
- Granite should be used for all kerbs. As with pavings, traditional materials may be more expensive to install but might be better value because they are durable, improve with age and can be recycled.
- Where an unsuitable material has been used in the past (e.g. a small section of concrete amongst predominantly granite), it should be removed when the opportunity arises and replaced with a suitable material.

Dropped kerbs

- Dropped kerbs at crossing points help pedestrians across the road, especially people with buggies and suitcases. They are essential for many wheelchair users.
- The Disability Discrimination Act (DDA) 1995 requires the Council to install or alter dropped kerbs' crossing points.
- The preferred gradient is 1:20. A gradient of 1:15 is acceptable. A gradient of 1:12 is the maximum allowed and should only be used in exceptional circumstances.
- Existing steep crossings should be removed, and reconstructed with an acceptable gradient.
- The minimum width for dropped kerbs is 1.2 metres.
- When creating a dropped crossing, if possible use the same paving material as used in the rest of the footway.



Dropped kerbs aid pedestrians in crossing the road, especially people with buggies and suitcases. They are essential for many wheelchair users.

[View guidelines on tactile paving at dropped kerbs.](#)

Paving front gardens

Homeowners who want to pave over more than five square metres of their front gardens must now use porous materials or seek planning permission at a cost of about £150.

Planning permission is not needed if the new hard surface is made of materials such as gravel, permeable concrete block or porous asphalt, or if there is some method in place which allows rainwater to drain naturally into a lawn or border.

Anyone with plans to pave over their front garden may also need to pay the Council to strengthen the pavement and lower the kerb, otherwise it is illegal to drive across it.

Visit www.communities.gov.uk for full guidance on paving front gardens.

4.4 Footway crossovers

Footway crossovers allow vehicles to cross the footway to enter off-street parking or other developments.

- Where possible, keep at least 1.2 metres width of level footway on the crossover.
- Where crossovers have to withstand lots of vehicles (or heavy vehicles), a different, stronger paving surface might be needed (for example, hot rolled asphalt laid on a concrete base).
- Planning permission is needed to build a footway crossover into commercial premises, multiple-occupancy buildings, on a classified road or in a conservation area.



Footway crossovers allow vehicles to cross the footway to enter off-street parking or other developments.

4.5 Inset inspection covers

Inspection covers can visually disfigure the footway, standing out from paving surface. But with a little thought the impact can be minimised.

- Inspection covers are a feature of most streets. They allow utility companies access to underground services and are the property of the utility company.
- Inspection covers can be an eyesore, interrupting the smooth flow of the footway surface.
- New inspection covers should be laid parallel to the kerb rather than at an angle to minimise visual interruption to the footway.
- Consider using inset inspection covers. These allow the paving material (e.g. concrete slabs) to be cut into the inspection cover, to reduce interruption to the footway surface.
- When using inset inspection covers, continue the paving bond across the inset cover to minimise visual disruption.
- Inset inspection covers must be used where the inspection cover is situated within an area of tactile paving near a crossing point.



An inspection covers laid parallel to the kerb to minimise visual disruption of the footway



The lines of surrounded paving slabs continue within an inset inspection cover to create an appearance of continuity.

4.6 Bridges and underpasses

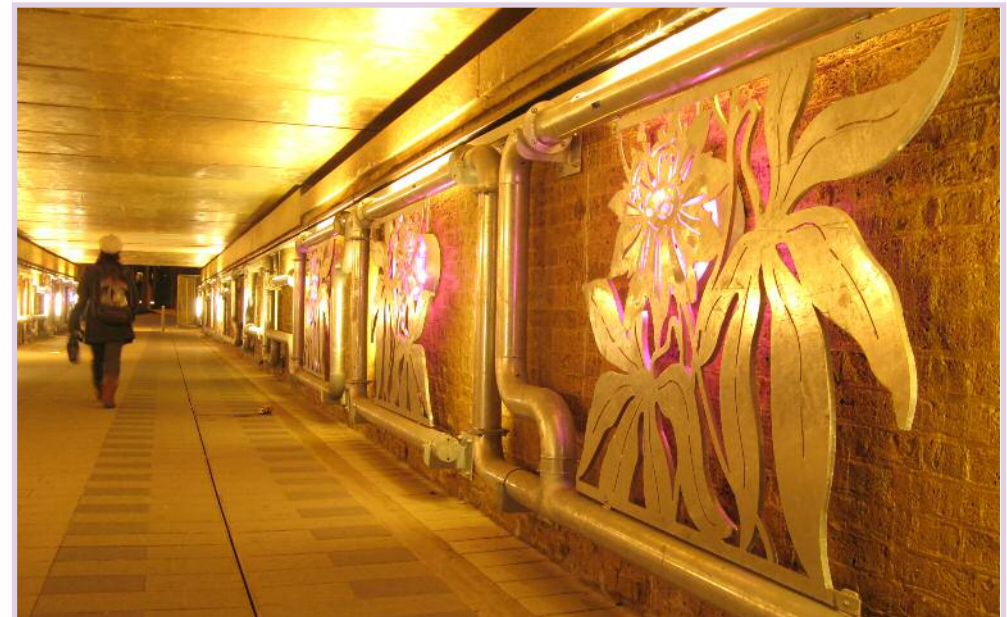
Bridges and underpasses permit the passage of traffic, cyclists and pedestrians over/under obstacles such as rivers, roads and railways.

- Bridges and underpasses are generally unique and are designed to fit in with their particular surroundings.
- The body responsible for the obstacle to be overcome (e.g. the river, road or railway) should be closely involved in the planning, site investigation, design, construction, use and ongoing maintenance of the bridge or underpass.
- In Lewisham, the bodies most likely to be involved are Network Rail, London Underground, Transport for London and the Environment Agency. However, private organisations may also be involved.
- All relevant parties need to be identified and consulted as early as possible in each step of the process. Each party will have its own criteria. Planning permission will also be required.
- Where the Council is not the designer, approval will still need to be sought from the Council's engineers.
- When planning the programme of work, find out how long each party will need to approve the different stages and allow for this in the overall schedule.



A bridge in Ladywell Fields.

- Utility companies (e.g. gas, water, electricity and telecoms) may be affected by, and have a right to use, bridges and underpasses for their services. Find out how long they will need to approve the different stages of work and allow for it in the overall schedule.
- Bridges and underpasses should only be designed and constructed by competent engineers and engineering contractors in accordance with current published design standards and codes of practice. This includes the standards approved by national government and the EU and such requirements made by the statutory bodies referred to above.
- Maintenance should be foremost in the design, as access to certain parts of the structure after completion can be very costly.
- If bearings cannot be eliminated then safe access to them should be provided wherever possible.
- Wherever possible, all bridges (particularly wooden structures) should include an anti-slip surface finish for increased safety for cyclists and pedestrians.
- Lighting levels shall conform to standards in force at the time of design.
- If painting cannot be avoided then the paint system chosen must be durable and have a minimum design life of 20 years before remedial work is needed.



Improvements made to New Cross Underpass in 2010/11 to increase visibility and sense of security.

5 Street furniture

- This section looks at the design and placement of other objects such as traffic signs, street lights, bollards, guardrails and litter bins. Together these make up the street furniture.
- Rationalising street furniture (e.g. removing unnecessary objects) is one of the principles of this Streetscape Guide.
- This section therefore looks not just at the design of street furniture but also whether it is required at all.
- Unnecessary street furniture should be removed when the opportunity arises. Where new schemes are designed, only essential street furniture should be added, with careful consideration to the overall context, whether historic or contemporary.
- The Council does not, however, have jurisdiction over all items of street furniture. This includes items which are the property of utilities companies, e.g. telephone boxes or wiring cabinets. Wherever possible, though, the Council will press the owners of these items of street furniture to ensure they remain in good order and adhere to the guiding principles of this Streetscape Guide.



Certain items of street furniture – particularly those which belong to utilities companies – are outside the jurisdiction of the Council, but the Council will press their owners to ensure they remain in good order.

Correct Lewisham Council logo and branding

Over the years, there have been a number of different versions of the Lewisham Council logo, which typically include the word 'Lewisham' alongside a 'crown' motif.

You will see several of these different logos featured on the various items of street furniture pictured throughout this Streetscape Guide. In each case, the version of the logo used was the 'current' one at the time of manufacture.

The current Lewisham logo is the 'square' one pictured below (in both colour and black & white). This version of the logo, and no other, should be used on new items of street furniture.

Additionally, there is an official Lewisham Council font, namely Foundry Forms Sans (which you will see on all official professionally-produced documentation like the council's annual report or [schools admission brochures](#)). This is the font that should be used on all items of street furniture. (Arial is an acceptable alternative if Foundry is not available.)

There is also a palette of approved Lewisham colours; this is fairly extensive but does need to be adhered to.

For more information on the Lewisham brand, email brand@lewisham.gov.uk or call 020 8314 9022.



5.1 Traffic signs

The design of traffic signs and road markings (including controlled parking) is governed by the [Traffic Signs Regulations and General Directions \(TSR&GD\) 2002](#).

- Anyone erecting traffic signs in Lewisham must comply with these regulations (see 3.3 Road markings). (Although most regulatory signs are strictly controlled by the regulations, there is some flexibility relating to the provision of directional signs.)
- The regulations cover, for example, where traffic signs or road markings are required, their dimensions, and the size of lettering.
- However, one of the principles of Lewisham Council's approach to streetscape is to reduce the clutter of traffic signs and markings as much as possible while still complying with the national regulations.
- As well as complying with the law, anyone erecting traffic signs should therefore seek to reduce clutter and create a simpler, more coherent streetscape.
- For example, there should be just one colour for all signposts, poles, sign backs, brackets, clamps and lamps – black.
- Street audits can be used to check existing signs and identify redundant signs.
- To minimise obstruction, position poles where they are least likely to obstruct the footway, without compromising visibility.
- Where the footway is 2 metres wide or less, the best location for posts is usually at the back of the footway, if this is legally permissible. Offset posts can be used to improve sightlines.
- To reduce clutter, add new signs to existing posts and columns rather than erect new ones. Where an existing post is too short to display more than one sign, consider erecting a taller post.
- Consider combining two signs on to one board to reduce visual sign clutter.



Signs neatly grouped on one pole.

- Consider neatly fixing signs to structures and buildings rather than on poles. You will need to get permission from the owner of the building to do this.
- On narrow carriageways (less than 5 metres wide) some signs need only be positioned on one side of the road (e.g. 'no entry' and 'pedestrian zone' signs). Check before installing signs on both sides of narrow roads.
- Flecta directional sign bollards may be used on central refuges, footway build outs and traffic signal islands.



Flecta bollards may be used on central refuges, footway build-outs and traffic signal islands.

'Clutter can be reduced by eliminating unnecessary signs, equipment, posts and columns and by co-ordinating the colour and design of each piece of essential equipment with others in a group.'

Streets for All, English Heritage.

5.2 Cycle signs

Every well-placed cycle sign helps to encourage people to use two wheels rather than four.

- Lewisham has a well-developed network of cycle routes, including part of the National Cycle Network.
- All cycle routes should be clearly marked. (For detailed guidance on marking cycle routes please refer to the [London Cycle Network Design Manual](#) and [TSR&GD 2002](#), which provide comprehensive guidance on design, colour and shape.)
- Add cycle signs to existing posts where possible, rather than erecting a new post. If a new post is unavoidable, try to locate it at the back of the footway to minimise footway obstruction, provided this does not compromise visibility.
- Cycle signs can sometimes be placed on street furniture to avoid erecting a separate post.
- Use compact shapes for cycle signs, to avoid bending.



Cycle signs can sometimes be placed on street furniture to avoid erecting a separate post.



Contra flow sign.



Cycle signs on route 21 of the National Cycle Network.

5.3 Cycle parking

Safe and secure cycle parking should be part of any sustainable transport policy.

- Cycle parking should be installed wherever there is sufficient demand (e.g near shops, leisure centres and libraries) and where space allows.
- Choose a design of cycle parking which matches other local street furniture.
- For conservation areas a cycle stand has been developed based on two slim-line Hexham bollards.
- Choose sites for cycle parking that will not make the clear footway width too small (see 4.1 Footway widths). Bear in mind that, when in use, a bike will take up roughly 0.5 metres either side of a cycle stand.
- Consider whether cycle parking can be grouped with other street furniture, for example around or between trees.



The 'Hammersmith' cycle rack is functional and simple, and includes a reflective strip so it can be easily seen in low light.



Innovative outdoor cycle parking solutions include cycle hoops.

'A sustained campaign of promotion and supporting activities is necessary to create a culture where cycling is seen as a normal rather than an exceptional way to travel.'

Lewisham Local Cycling Strategy, 2001

5.4 Pedestrian signs

Residents, tourists and business people alike rely on pedestrian signs, especially at busy transport interchanges and complex road junctions.

- Pedestrian signs are designed to help people find a wide range of buildings and services including libraries, parks, leisure centres, schools, hospitals, community centres, police stations and stations.
- Pedestrian signs should be concentrated at key points, such as pedestrian crossings, stations and bus stops, where they are most likely to be seen.
- Lewisham has signed up to 'Legible London' – a map-based pedestrian information system pioneered by Transport for London that encourages people to get around London on foot by providing clear and consistent information.
- This means that any new wayfinding signs installed in the borough should adhere to the **Legible London style and standards outlined by Transport for London**.
- The only valid exception to this rule is if where a Council-led wayfinding programme – such as the '**North Lewisham Links**' – is already underway, and the addition of Legible London-compliant signs would jar with existing signage. Such situations will be considered on a case-by-case basis.
- Anyone looking to install new wayfinding signs should of course weigh up the need against the general guiding principle of reducing street clutter as far as is possible.
- Where there is a sound case for a new sign, locate it where it causes least obstruction to the footway. On narrow footways this is usually at the back of the footway. Kerbside posts are also acceptable if that is the only way to make the sign sufficiently visible.

For more information about Legible London in Lewisham, email imogen.payami@lewisham.gov.uk or call 020 8314 2235.



Examples of Legible London signs on the streets of central London.

'Signs can be a major clutter problem and can often be misleading. Not infrequently, the only signs provided is for vehicles, so that the stranger on foot can only find himself circulating around one-way systems.'

Urban Design Compendium

5.5 Street nameplates

Street name signs can add to local charm and character – creating distinct identities and a sense of history.

- Street nameplates at the end of each road and at junctions are required by law (Public Health Act 1925, Sections 17, 18, 19). They can be fixed to walls, buildings and other structures.
- The different designs of street signs seen in Lewisham reflect changes to London Borough of Lewisham branding over the decades. All were current at the time of manufacture, but practices change.
- All new street signs should reflect current London Borough of Lewisham branding (see 5.0 Street furniture).



All new street signs in Lewisham will follow this design.

5.6 Traffic signals

Although signals must be positioned so as to be clearly visible from the carriageway, there are minor adjustments that can be made to minimise their impact on the streetscape.

- Where possible, position signal posts close to the pedestrian crossing to avoid the need for a separate post for the 'push-button' control. Where this is not possible a separate post will be needed.
- Refer to technical specification [SQA-0064](#), containing Design Standards for Signal Schemes in London (formerly 'TTS 6').
- Traffic signals in Lewisham are installed and maintained by Transport for London's signals unit.



Although signals must be positioned so as to be clearly visible from the carriageway, their impact on the streetscape can be minimised in a number of ways.

5.7 Street lighting

Street lighting can help to make people feel safer and reduce crime.

- Street lighting should only be designed by competent engineers and installed by suitably qualified operatives and in accordance with current published design standards/regulations and codes of practice.
- Complementary guidance issued by the Institution of Electrical Engineers and Institution of Lighting Engineers should also be followed.
- From July 2011, a consortium of Skanska and John Laing will take on responsibility for the design, build, maintenance and operation of the stock of lighting columns and illuminated street furniture across Lewisham for a period of 25 years. Skanska-Laing were appointed preferred bidders for the Croydon & Lewisham Street Lighting Private Finance Initiative (PFI) project in early 2011
- Skanska will carry out the design, installation and ongoing operations and maintenance works. During the first five years of the project, they will replace approximately 38,000 street lights and 8,000 street signs and bollards.
- The PFI agreement specifies that all lamp columns, brackets and canopies, and any associated street lighting feeder pillars, will be finished in black to ensure a uniform finish. Any change in specification would need to be agreed with the London Borough of Croydon.
- When considering the position of a street light, take into account features such as telegraph poles, overhead wires, vehicle crossovers, covers for utilities and trees. Poorly positioned street lighting can cause inconvenience to the public and be more expensive to maintain.
- Whenever possible, the lamp columns should be installed at the back-edge of the footway to maximise the usable width of the footway. Columns should not be installed in the middle of any footway.
- Unless there are sound aesthetic reasons, the choice of column and lantern should conform to the standard pattern currently in use.
- The locations and details of any lamp column installed with a non-standard embedded underground root (e.g. a cranked root to avoid utility services) must be recorded.
- The Council will need to approve non-standard installations before they are installed. A commuted sum may be required to reflect increased maintenance costs for non-standard units.



From July 2011, Skanska-Laing will take on responsibility for the design, build, maintenance and operation of Lewisham's lighting columns for a period of 25 years.

5.8 CCTV Cameras

CCTV cameras are increasingly seen on London streets, to deter street crime and traffic offences.

- In order to focus properly, CCTV cameras need to be fixed to sturdy purpose-built poles or to buildings. Where possible, fix to buildings to avoid the need for an extra pole.
- Where CCTV poles are used, they should be of one of two types
 - Town centre integrated pole
 - Flange mounted tubular pole

The latter pole is slimmer and is therefore better for narrow footways.

- The preferred height for poles is 8 metres, although 10 metre or 12 metre poles may be used too.



Town centre integrated pole.



Narrower flange mounted tubular pole.

5.9 Bollards

In many locations bollards are unnecessary. They add clutter to a street scene and are a hazard to visually impaired people.

- Bollards are used to separate pedestrians and vehicles. They prevent vehicles entering pedestrian areas.
- Bollards have been over-used in the past because they provide an easy design solution. Most bollards, especially modern ones, are incorrectly used and unnecessary.
- New bollards should only be installed where essential. Unnecessary bollards should be removed when the opportunity arises.
- Bollards should not be used to control parking.
- To avoid adding to the different styles of bollards used in Lewisham, bollards used on the public highway will generally be of the Hexham design.

[View detailed specification for the Hexham bollard.](#)

- Where there is a need to separate pedestrians and vehicles, street furniture (e.g. cycle stands or planters) could be used in some circumstances, rather than bollards.

[For details of flecta bollards, see 5.1 Traffic signs.](#)



New bollards on the public highway will generally be of the Hexham design – a classic bollard that is already widely used in the borough. This is to prevent adding to the styles of bollards already seen on Lewisham streets.

Drop-down bollards can be used to allow only permitted vehicles (whose drivers have a key) to enter.



5.10 Guardrails

Guardrails add to street clutter and should be avoided on the footway unless recommended by a safety audit.

- Guardrails are designed to guide pedestrians to safe crossing points. But they have been over-used in the past and may not serve their purpose (e.g. they may not be strong enough in the event of a collision).
- Excessive use of guardrails has created unnecessary obstructions, reduced the footway width and encouraged pedestrians to walk on the road to bypass guardrails. It has also encouraged drivers to increase their speed.
- Although guardrails will still be needed (e.g. outside some school gates), they should only be used where a safety audit recommends them.
- New crossings should be designed to follow pedestrian desire lines, which should make guardrails unnecessary.
- Unnecessary guardrails should be removed when the opportunity arises. For example, guardrails can be removed if only short lengths are used and they are frequently bypassed by pedestrians.
- Subject to a safety audit, guardrails can also be removed where crossings have been improved to follow pedestrian 'desire lines', or where traffic speeds have been lowered, removing the need for guardrails.
- If there is debate about whether a guardrail can be removed, sections can be removed incrementally, followed by studies on pedestrian flow.



Guardrails add to street clutter and should be avoided on the footway unless a safety audit recommends otherwise.

5.11 Bus shelters

Transport for London have a long-term plan to install a bus shelter at every bus stop, wherever practicable.

- Bus shelters in Lewisham are the responsibility of Transport for London, who will decide on the location and style of bus shelters, though there may be consultation in some instances.
- In Lewisham, new bus shelters will be made by Clear Channel Adshel, under contract to Transport for London. Some existing bus shelters belong to JCDecaux, under contract to Lewisham Council, and will continue to be maintained by JCDecaux.
- A range of different designs is available to Transport for London, with and without advertising, suitable for use in different locations.
- For example, shelters with advertising at the sides should not generally be used in narrow footways or crime hotspots where they block the view down the footway.
- Where space is tight, a cantilever design might provide the best solution.
- The location of bus shelters might be influenced by factors such as access gates, street furniture and bus boarders.
- Advertising panels generate revenue but should not be installed in narrow footways or crime 'hot spot' areas as they block views down the footway.
- On exposed, windy sites bus shelters with side panels might be preferred.



A cantilever bus shelter is a good option on narrow footways.

5.12 Advertising and publicity

Advertising is a feature of city streetscapes, but care should be taken with its positioning.

- Street furniture must not be used for commercial advertising. The only exception to this is some bus shelters, and only when the footway is wide enough to accommodate them. Some lamp columns may also have flag style advertisements, generally advertising Council events or promotions. Permission is required from the street lighting PFI contractor for advertising attached to columns.
- On occasions the Council may put up promotional or educational signs (for example to promote recycling or a specific event). However, these should be time-limited with money set aside to cover the costs of removal.
- To discourage flyposting, a low-profile stippling can be applied to street furniture to give it the texture of sandpaper. This has little impact on the appearance of the street furniture. High profile stippling (e.g. Artex texture) is ugly and should not be used.
- Anti-flyposting paint can be used on brushed steel furniture but needs to be reapplied every few years.
- Illuminated advertising boards exist in some locations and are built and maintained by JC Decaux. Anyone wishing to use these boards should apply to JC Decaux.

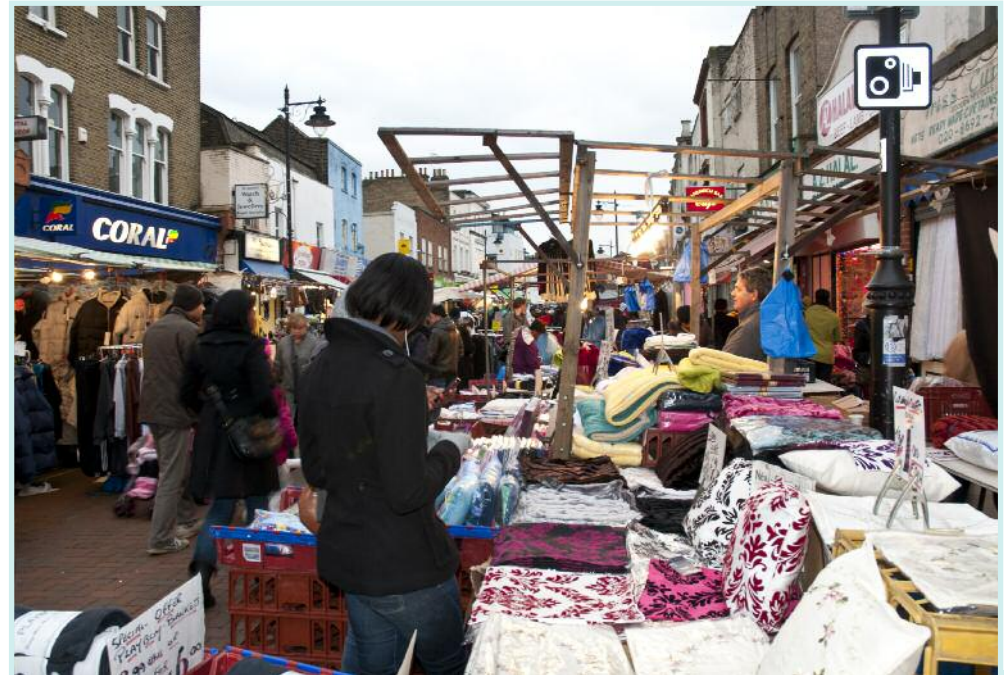


Temporary advertising to support a Council campaign.

5.13 Street trading stalls

Lewisham's street markets are a popular and positive feature of the borough, particular in Lewisham, Catford and Deptford town centres.

- Street markets add interest to a streetscape provided they are well-designed.
- The location of street stalls must be approved by the Council's **markets service**.
- Stalls must not obstruct the footway and should not be made of wood or corrugated iron.
- Base plates should be added to the feet of supporting poles to prevent them damaging the footway.
- The Council's **markets service** must approve each stall design and can answer queries too.



Market stalls are a positive feature of the streetscape provided they are well-designed and do not obstruct the footway.

5.14 Seating

Seating humanises the streetscape, giving people a place to sit, rest, contemplate and chat.

- The positioning and choice of seating can add greatly to the streetscape – creating a welcoming place to rest and dwell.
- In busy locations such as bus stops, shopping centres and pedestrian streets, seating provides vital resting places – especially for older people.
- Seating encourages mobility because it gives older people a chance to gather their strength during journeys and shopping trips.
- Without seating, the streetscape is less hospitable and harder to negotiate for many people.
- Think carefully about where to position seating. Does it interfere with pedestrian flow? Is it in a sunny spot or somewhere with a view? Seating near offices is often very popular with workers seeking a break.
- Co-ordinate seating with other street furniture in the area, such as signs and litter bins.
- Armrests are useful for older people and also discourage anti-social behaviour such as skateboarding and drinkers who want to sleep.
- Seats should be 450-500mm from the ground. Children find higher seats difficult while lower seats are off-putting to older or infirm people.
- Always provide a litter bin near a new bench.
- Consider whether the bench will be easy to clean and maintain. If it's in a grassed area, will it be easy to mow around?
- New isn't always best. Existing seating can be re-used and even re-positioned if it's in good condition and matches the local environment.



Simple seating which matches the local environment in London Squares, SE6.



Specially commissioned seating for Lewisham town centre.

5.15 Public art

Lewisham is home to a vibrant collection of public art – from murals to sculpture to lighting installations.

- Public art covers a wide range of creative expression – from statues and sculpture to benches, murals and subtle detailing of street furniture.
- Public art can play a very important part in creating an attractive and valued streetscape. It can help to achieve long-term improvements to the urban environment, addressing the issues of sustainability, heavy traffic, 'routes and links' and public open space, particularly through major developments and regeneration schemes in the borough.
- When commissioning public art make sure you give a very clear brief. This brief should take into account the wider townscape context and setting, plus more specific things such as materials, lighting, visibility and maintenance.
- Make sure that the brief includes the need to relate the piece to the size, scale and landscaping of the area it will occupy.
- Identify where the money will come from to maintain and clean artwork.
- Commissioning public art can help to build a sense of place and identity through iconic landmarks and social engagement to strengthen the community cohesion and ambition for the future. It can also support the borough's aims to promote a vibrant arts sector through active engagement of its diverse communities.

See the London Borough of Lewisham public art strategy for further details on the Council's policy on public art and its approach to commissioning and implementation.

The Quill, on the Evelyn Triangle in Deptford, honours writer and diarist John Evelyn, who lived in the area between 1652 and 1694.



Public mural on Coulgate Street by Brockley station.

5.16 Public toilets

There are around 20 public toilet facilities across the borough in addition to those in railway stations.

- **View a list of public conveniences in Lewisham** including details of location, facilities, who maintains them, and who to contact in the event of any problems.
- Around 20 years ago, the Council took the decision to begin replacing the purpose-built, staffed public toilets with the newer automated variety, such as the one on Catford Broadway. These automated toilets are more cost effective, as the overheads are a lot less.
- The Council does not have any legal responsibility to provide public toilets. However, it is aware that for some people, including many older residents, they are an important consideration. So, where possible, public toilets are being incorporated in new public buildings such as the new Deptford Lounge in Deptford town centre.
- As detailed plans are announced for the development of other areas (e.g. Catford and Lewisham town centres) this will include decisions about the provision of public toilets.



Public conveniences in Blackheath.

5.17 Litter bins

Litter bins are strategically placed across the borough to reduce littering.

- To help create consistency and conformity in the streetscape, the first choice for all new litter bins on the public highway should be the Commodore design.
- Reducing the number of styles of bin that appear on Lewisham streets will create a simpler more coherent streetscape.
- This approach reflects best practice elsewhere in London. Westminster Council, for example, approves just one style of bin.
- The Commodore bin, supplied by Glasdons UK, is a free-standing 85 litre litter container in Durapol® material whose smooth finish allows easy removal of graffiti.
- The Commodore bin holds a zinc-coated steel liner with twin drop-handles for easy emptying and must be supplied with a concrete base.
- The colour and typography of the bins should match Lewisham council corporate style guidelines.
- Where bins other than the Commodore are already in use, when these get damaged or renewed they should only be replaced with the Commodore style bin.
- New litter bins should be free-standing rather than secured in the ground. This is to reduce the cost of repairing and replacing bins that are knocked down by vehicles.



The Commodore litter bin

Please note: the version of the logo used on this bin was the current one at the time of manufacture. The 'square' Lewisham logo (see p32) should be used on new bins like all other new items of street furniture.

5.18 Dog bins

Dog bins should not be placed on the public highway.

- In general, Lewisham Council now encourages dog owners to wrap up their dog mess and dispose of it in conventional litter bins.
- Where dog bins are used in parks they should be carefully positioned away from seating areas.
- The design of dog bins in parks should match other furniture in the park, such as benches and litter bins.

5.19 Trade refuse bins

Trade refuse bins are essential, but they also detract from the streetscape, especially in more commercial districts.

- Ugly waste bins severely detract from the streetscape in parts of Lewisham. Yet trade waste must be collected.
- Finding solutions to the problem of waste bins will require concerted action from the Council, local businesses and householders working together.
- For historical reasons there are a number of different styles of trade bins still in use in Lewisham. For example, plastic trade bins are blue and occasionally black with a blue lid. Old metal trade refuse bins are blue, while new ones are purple. The Council will look to rationalise this as the opportunity arises.
- In conservation areas, for example, the Council is encouraging the use of a single style of purple trade bin.
- In some boroughs, such as Westminster, waste bins are only issued to commercial premises if they have the space to store them off the public footway. Otherwise plastic bags are supplied – to be put out on the day of collection to a strict timetable.
- Lewisham is moving towards similar arrangements, with burgundy/maroon trade bags issued to some commercial premises.

5.20 Recycling bins

Lewisham Council wants to support recycling. However, we also want our recycling facilities to be an acceptable part of the streetscape.

- Recycling bins should be positioned where they can be easily reached by foot and by car.
- Recycling bins should not block pedestrian routes.
- Choose sites which make it easy for contractors to empty the bins.
- Position bins in well-lit areas, or install new lighting to deter vandalism and crime.
- New recycling bins should be green, properly labelled and feature the Lewisham logo.
- Display signs close to the recycling bins telling people how to use the facilities and who to contact if there are problems.
- Where possible, place a litter bin next to the recycling bins (see 5.17 Litter bins).
- Where the streetscape is being redesigned, recycling facilities could be positioned in a purpose-built attractive enclosure or 'indented' lay-by to make them less obtrusive.
- Where space is tight, smaller recycling bins can be provided on street.

5.21 Vent pipes

Victorian sewer ventilation pipes are a feature of some streets and still fulfil a purpose.

- Vent pipes were erected in Victorian times to ventilate sewers. They usually rise 10-15 feet into the air and have a 'frilly' decoration on top.
- These pipes continue to serve a purpose and cannot be removed. But they should be kept in good condition. Thames Water are responsible for their maintenance.



Decorative vent pipe in New Cross.

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