



Appendix 1: Public Realm Technical Manual

The manual will be laid out to provide context, set objectives and vision, notes on how to use it, contextual policy- Nationwide, London wide and Local Lewisham level. It will also provide spatial context of the borough based on the Characterisation study, Lewisham's places, and street typologies etc. A few example pages around design principles are as below:

DRAFT

What is the Lewisham PRTM?

The Lewisham Public Realm Technical Manual (PRTM) sets out the principles, guidance and standards for works within the existing and planned public realm in Lewisham. This includes streets, public squares, parks and green spaces, and planned public spaces.

Using and applying the Lewisham PRTM is vital to delivering, maintaining and renewing Lewisham's streets and public spaces, and ensuring that they enhance and protect Lewisham's character; are well-functioning for a range of users and purposes; and help to achieve the broader policy aims around health, biodiversity, transport and sustainability.

Why use the Lewisham PRTM?

The key benefits to Lewisham's environment and communities are discussed on page X. However, the Lewisham PRTM will also help anyone working in Lewisham's public realm to be able to work better and more efficiently.

The key benefits of using the Lewisham PRTM include:

Aid decision making

Help engineers, landscape architects, planners and developers make decisions more quickly through providing clear and succinct standards and guidance.

Ease public realm maintenance, cleansing and repair

To ensure that Lewisham's public realm is able to be maintained and cleansed through considering the maintenance needs of materials and products and making replacement easier through a simple, consistent palette of materials and products.

Utilise opportunities for improving the public realm

To ensure that opportunities to improve the public realm and support policy objectives are identified and utilised, avoiding waste and maximising the benefits of work in the public realm.

Reduce the carbon impacts of public realm works

To help minimise negative impacts of public realm works on people and planet, supporting the selection of sustainable materials and products, and considering the whole product lifecycle.

Who should use the Lewisham PRTM?

Anyone working in the public realm, or in developing new places in Lewisham should refer to this manual. This includes, but is not limited to:

- Developers;
- Planning and regeneration officers;
- Utility companies;
- Highways engineers and designers;
- Maintenance and street cleansing teams;
- Transport for London;
- Consultants, including: engineers, urban designers and landscape architects;
- Tree officers;
- Parks and green spaces team;
- Construction contractors.



Understanding street design

Street design should be driven by existing context, such as how a street is used and the functions it supports; and aims or aspirations such as the need to increase footfall on a high street, or encourage more people to cycle.

Movement considerations

The movement function of a street or space is concerned with how people travel by different modes; the types of journeys being made (e.g. local trips to school, long distance trips to deliver goods to businesses, or trips to access town centres, for example); and the intensity of use (e.g. vehicle traffic volumes).

The movement function of a street or space should influence the spatial layout of the street, and the design components present (e.g. floating bus stops on a busy, strategic bus and cycle route).

Place function considerations

The place function of streets is the second key consideration to understand its role and the various ways in which people use it. Place functions can strongly influence movement, and the design components and street furniture required. A busy station street will draw higher levels of pedestrian footfall, and may also require demands for more seating, cycle parking and wider crossing points for example.

Types of place and features include:

- Residential streets and neighbourhoods;
- Major centres (e.g. Lewisham, Catford);
- District centres;
- Local centres;
- Street markets;
- Culture/leisure hub;
- Heritage and conservation areas;
- School, college and university environments;
- Transport hubs;
- Bus stations;
- Rail/tube stations.

The place function should influence the spatial layout of streets, enabling and supporting these (as well as other) functions.

The place function should also influence the quality of materials and street furniture selected. Streets with higher place value should adopt higher quality material palettes both for robustness and attractiveness to support and (and where desirable, encourage) high levels of use.

Environmental and ecological considerations

Considering the environmental and ecological function of streets and spaces is increasingly vital as we face major challenges globally and locally such as the loss of biodiversity, high rainfall and flooding and high air temperatures.

Streets and public spaces play a key role in:

- Minimising the impacts of the built environment on our climate and planet;
- Managing and adapting to changes and challenges such as extreme weather;
- Helping to reverse damage such as through habitat creation.

These factors can influence the spatial layout and components of streets, for example through created more planted areas and raingarden; as well as the materials and finishes used, for example permeable paving.

Place character considerations

The architectural character and heritage of a place is also a key consideration. Lewisham's development over time has resulted in varying character, particularly between areas with industrial heritage and those developed as suburbs. Whilst some of these are protected within Lewisham's designated conservation areas, many other places such as town centres and neighbourhoods also have attractive and distinctive features.

The existing buildings, materials and forms that help to create distinctive local character should be protected and complemented, through making sensitive and considered decisions regarding the surface materials, treatments and palettes of street furniture to be applied to a street, space or area.

Lewisham's places

The Lewisham Characterisation Study (2018) sets out the 5 key sub-areas and neighbourhoods within the borough.

North

Key places:
Deptford District Centre;
New Cross District Centre.

East

Key places:
Blackheath District Centre;
Lee Green District Centre.

West

Key places:
Forest Hill District Centre;
Sydenham District Centre.

Central

Key places:
Catford Major Town Centre;
Lewisham Major Town Centre

South

Key places:
Downham District Centre

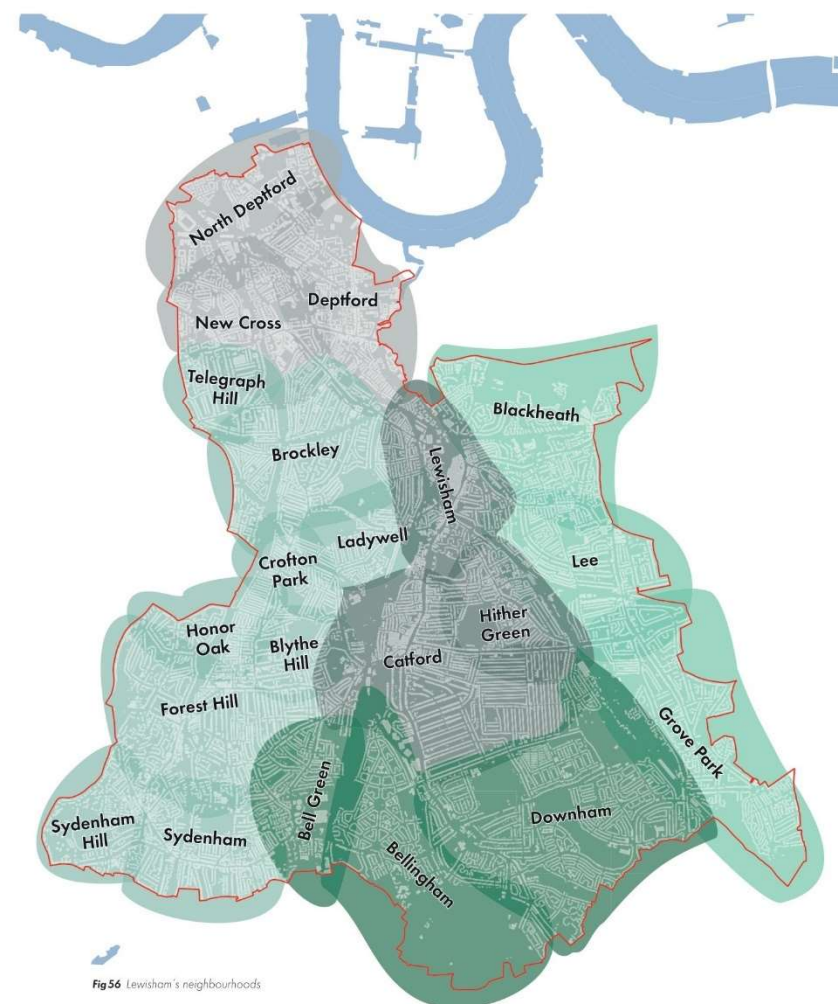


Fig 56 Lewisham's neighbourhoods

Residential streets

Residential streets are the most common type of streets found in Lewisham, and where most journeys, regardless of travel mode, begin and end. Residential streets carry lower vehicle traffic volumes but may form important local walking and cycling routes to neighbourhood destinations. Generally residential streets do not form part of strategic bus corridors, but some local bus services may be present. Land use and building frontage is dominated by housing, and on-street resident parking is often present.

Examples include:

- Ommaney Road, SE14;
- Parbury Road, SE23;
- Venner Road, SE26.

Vision

Lewisham’s residential streets will support people to walk and cycle for local trips, enabling access to neighbourhood facilities and key destinations.

Footways will be sufficiently wide and uncluttered to provide a comfortable and accessible walking environment. Carriageway space will be minimised to enable sufficient access for vehicles, whilst ensuring people can easily and safely cross at side road junctions.

Streets will be calm and quiet, with low traffic volumes and speeds. People will feel safe and comfortable cycling in the carriageway, including younger and older people and those with disabilities.

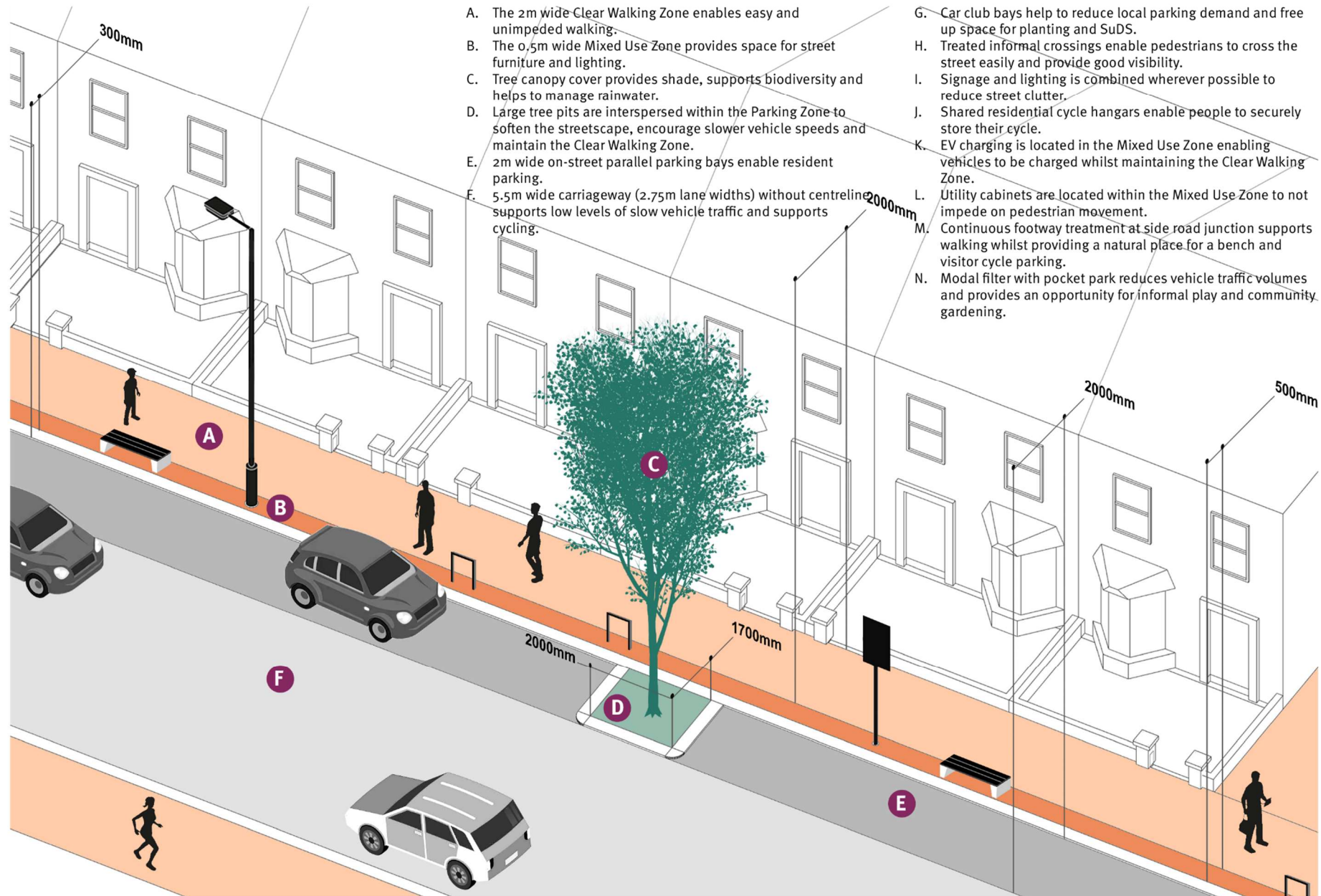
Parking for vehicles will be minimised whilst meeting local demand, with EV charging facilities and car club bays provided. Secure on-street residential cycle parking will enable people to easily store cycles, with additional provision for visitors.

SuDS and tree planting will help to support ecological processes and local biodiversity, as well as providing shade and urban cooling, and creating attractive streets that communities can enjoy.

Lewisham’s residential streets will be places where neighbours can meet one another, and where children can play safely from traffic, learn to ride a bike and scoot to school.



Component	Desired	Alternatives	Notes
Clear walking zone	2.5m	1.5m min	
Kerb zone	450mm	450mm fixed	
Mixed use zone	0.5m - 2m	0.5m min	
Cycle infrastructure	Mixed with traffic		Contra-flow cycling should be permitted on all one-way streets, regardless of lane width.
Clear lane width (2 way streets)	2.75m - 3m	2.75m - 3.2m	
Clear lane width (one-way streets)	4.5m	3m - 3.2m 3.9m - 4.5m	Contra-flow cycling should be permitted on all one-way streets, regardless of lane width. Lane widths of 3.2m - 3.9m must be avoided.
Speed limit	10 - 20mph	20mph max	
Planting	Trees and in-ground beds		Tree cover target?
Drainage	SuDS	Conventional drainage	Permeable area target?



- A. The 2m wide Clear Walking Zone enables easy and unimpeded walking.
- B. The 0.5m wide Mixed Use Zone provides space for street furniture and lighting.
- C. Tree canopy cover provides shade, supports biodiversity and helps to manage rainwater.
- D. Large tree pits are interspersed within the Parking Zone to soften the streetscape, encourage slower vehicle speeds and maintain the Clear Walking Zone.
- E. 2m wide on-street parallel parking bays enable resident parking.
- F. 5.5m wide carriageway (2.75m lane widths) without centreline supports low levels of slow vehicle traffic and supports cycling.
- G. Car club bays help to reduce local parking demand and free up space for planting and SuDS.
- H. Treated informal crossings enable pedestrians to cross the street easily and provide good visibility.
- I. Signage and lighting is combined wherever possible to reduce street clutter.
- J. Shared residential cycle hangars enable people to securely store their cycle.
- K. EV charging is located in the Mixed Use Zone enabling vehicles to be charged whilst maintaining the Clear Walking Zone.
- L. Utility cabinets are located within the Mixed Use Zone to not impede on pedestrian movement.
- M. Continuous footway treatment at side road junction supports walking whilst providing a natural place for a bench and visitor cycle parking.
- N. Modal filter with pocket park reduces vehicle traffic volumes and provides an opportunity for informal play and community gardening.

Example of Typical 'Dos and Don'ts'

Footways at side roads

Aspiration: a level, step free, seamless continuation of the footway across side roads

Purpose: to promote pedestrian priority

Location: existing and new streets

Surface: match footway material and bond. Smaller units sizes may be used.

Exceptions:



Typical arrangement



Preferred arrangement?

Footways and cycle lanes at side roads.

Aspiration: a level, step free, seamless continuation of the footway across side roads

Purpose: to promote pedestrian & cycle priority

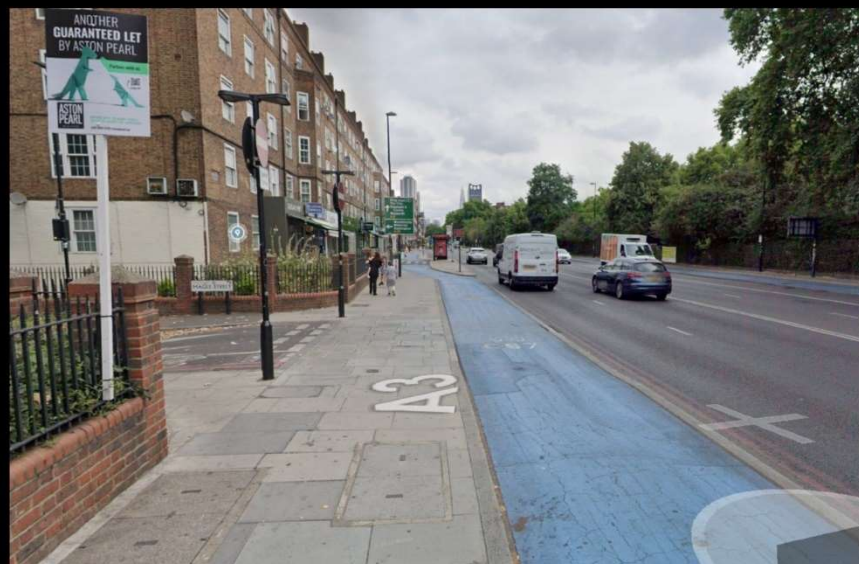
Location: all side roads

Surface: match footway material and bond. Smaller units sizes may be used.

Exceptions:



Typical detail to be avoided



Preferred detail

Example of best practice design principles

Excess/over run carriageway space

Many streets have excess carriageway space that is not required for most general traffic. However, in some cases excess space is required to enable large vehicles to manoeuvre at a junction or bend.

Hatching is often used in these scenarios, however can detract from the streetscape, particularly in town centres and conservation areas; and creates the impression of a road for cars rather than a street for people.

Understanding where excess space is needed is key to determining how it should be treated and used.

Design principles

The key design principles for vehicle deflection and overrun areas are:

- Carriageway space for vehicles should be kept to the minimum required;
- Where additional space for over run is required, this should be paved to create contrast and give the illusion of a narrower carriageway. This will help to reduce the risk of drivers speeding both on links and at junctions.
- Additional space should be repurposed for other uses wherever possible. This could include space for tree planting, SuDS, seating and cycle parking, or additional footway space. In some cases, there is enough excess space to create pocket parks or small public spaces for use by communities or to support local businesses. Engagement with the local community is vital when implementing schemes of this scale, and particularly where communities may be required to maintain planting beds, or make use of such spaces for informal play or business spill-out.



Avoid
Avoid hatching and consider how excess space may be used for planting, cycle parking, footway widening or street furniture.



Paved overrun area
The use of contrasting silver-grey granite setts and position of the road markings help to avoid the carriageway appearing excessively wide.



Repurpose 'baggy space' for greening and SuDS
Hatched areas often present opportunities for planting, trees and SuDS.



Pocket parks
Here, excess space at a wide side road junction has been repurposed to provide a pocket park, maintained by local residents.

Traffic calming

The speed limit on all streets within LB Lewisham, including those managed by Transport for London, is 20mph, in order to reduce road danger. However, it is important that the design speed of streets also helps to reinforce this, encouraging drivers to adhere to the 20mph speed limit. Streets should be monitored where there are concerns that speeding or poor driver behaviour is a problem. Often residents and local communities are aware of such issues and can provide useful insights.

Traffic calming measures are a key tool to help reduce the design speed of streets and encourage safer driver behaviour. The type of measure employed will depend on the local context, street type and geometry.

Design principles

The key design principles for introducing traffic calming are:

- Speed is heavily influenced by kerbside activity and the place-function of streets, which can create 'friction' and encourage slower speeds. Softer measures such as seating, parking arrangements, surfacing treatments and tree planting can provide other benefits in addition to calming traffic. These measures should be considered as part of any traffic calming scheme.
- Speed is also influenced by the geometry of the street- with wider carriageways encouraging higher speeds. Consideration should be given to reducing carriageway widths where it is feasible and viable to do so.
- The spatial arrangement of streets should also be considered before any vertical traffic calming. This could include introducing chicanes or narrowings.
- Centre lines should be removed where appropriate.
- All vertical traffic calming must take the form of sinusoidal speed humps. Round top and flat top speed humps must not be used, as these reduce the comfort of bus passengers and cyclists.
- Speed cushions must not be used, as these pose a road safety risk, encouraging cyclists and drivers to swerve around them. Existing speed cushions should be replaced with sinusoidal speed humps through maintenance and street improvement projects.



Avoid
Avoid the use of speed cushions, which can encourage drivers and cyclists to manoeuvre around, rather than over them.



Avoid
Traffic calming should be integrated from the outset in new streets. Avoid retrofitting products in clashing materials/colours.

Streetscape measures

Streetscape measures should be considered in place of, or in conjunction with 'traditional' traffic calming measures. This is particularly important where streets have a high place function or attract large numbers of people walking and cycling, such as around schools and town or neighbourhood centres.

Streetscape measures could include:

- Tree planting;
- Rain gardens and SuDS;
- Carriageway surfacing treatments (e.g. thermoplastic/paint/paving);
- Built-outs and pocket parks;
- Seating areas and street furniture.



Streetscape improvements
Key places such as around schools, parks, town centres etc. are particularly suited to creative measures such as surface treatments.