



regeneration with  
**paving**



CASE STUDY  
**DIY STREETS**  
TURNPIKE LANE LONDON

**Interpave**

THE PRECAST CONCRETE PAVING  
AND KERB ASSOCIATION



[www.paving.org.uk](http://www.paving.org.uk)

Interpave takes a tour of an exemplary, recently completed project which aims to reclaim streets for residents using straightforward paving interventions designed with full community involvement.

## Introduction

This case study considers a joint initiative between Haringey Council and the charity Sustrans (as part of the charity's 'DIY Streets' programme) to provide long-lasting improvements to an established residential area of north London. The programme aims to empower local communities to develop tangible, sustainable and long-lasting improvements within their neighbourhoods.

An essential component of the project is the use of precast concrete paving with a limited palette of colours and styles to establish local character and influence the way that drivers behave. A primary reason for the project's success is its considered approach to paving detailing and the exemplary, consistent quality of installation (carried out by VolkerHighways).

## Context and Issues

The project covered a neighbourhood of around 1000 households located to the southeast of Turnpike Lane Underground and bus stations. The area is bounded by busy roads and constrained by a disused railway line passing through it. Its distinctive character derives from an established network of streets fronted by two-storey Victorian terraces – some enjoying mature tree avenues.

Continuing community engagement revealed the problems that residents have to deal with everyday when using their streets, including:

- high vehicle speeds
- use of streets as 'rat-runs' by non-local traffic
- poor north-south pedestrian links,
- lack of community outdoor space
- anti-social behaviour.



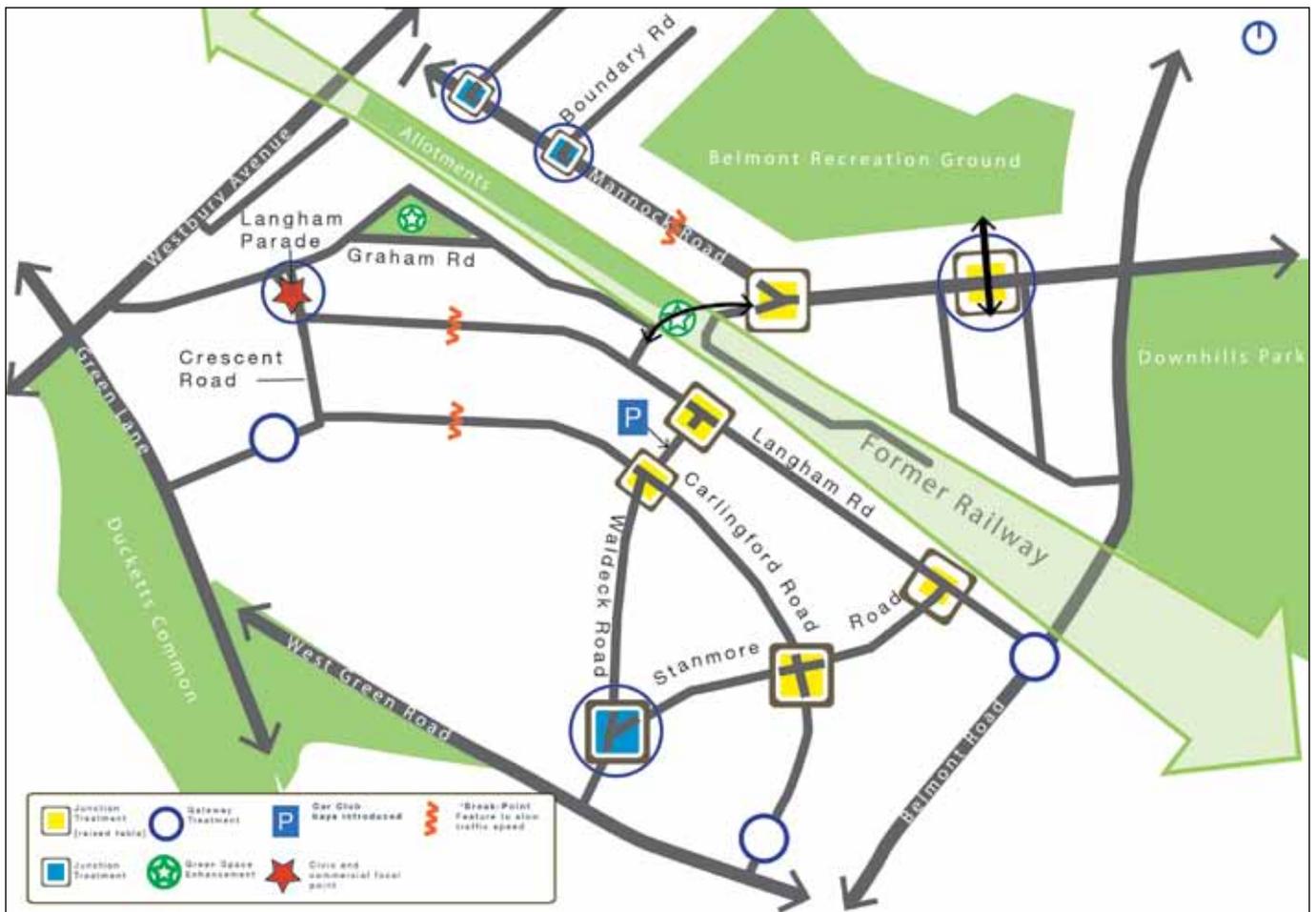
## Strategy

The Sustrans DIY Streets initiative is rooted on good design for urban spaces to help naturally restrict car use and foster walking, cycling, play and other social activity. An integral element of the project was community engagement, giving the initiative back to residents and allowing them to create spaces for people to meet, socialise, and play. The project involved various initiatives such as the planting of 40 trees and improved street lighting, and also incorporated various other elements including community art, environmental improvements, smarter travel initiatives and events.

Central to the strategy, however, was a focus on the design and re-paving of key nodal points of the local street network to reduce traffic volume and speed while, at the

same time, providing a better external environment for the community. This has been achieved – and without the need for dedicated ‘Home Zones’, extensive shared surfaces or designated 20mph areas. Instead a lighter touch has been applied to traffic calming. In fact, road-markings and signage are conspicuous by their absence.

These nodal point interventions generally consist of raised junctions and important crossings at footway level. Here, the visual impact of different materials and treatments to highlight the feature is paramount to slowing traffic, rather than severe ramps or road markings. Each feature is individually designed, with full resident consultation, albeit using a limited palette of materials applied throughout.



## Paving Palette

Standard concrete block paving with chamfered edges is used to surface raised table and other features throughout the project. Following much discussion, the community



chose grey blocks with a regular pattern of individual charcoal blocks interspersed. This effectively breaks up the appearance of the surface and clearly separates it from the amorphous black asphalt roads – particularly from a driver’s viewpoint – without recourse to strong colours and patterns. Red ‘Brindle’ blocks are also used to highlight crossing points in some cases. Actually, grey and brindle

blocks are already used around the Borough and charcoal has now been added to the Council’s materials stock to simplify maintenance.



Grey precast concrete flag paving is generally used for footways and paths, with concrete tactile flags in buff to meet the needs of blind and partially sighted people at crossings. Square edge granite kerbs are typical of the area and are used for raised tree planters and flush delineation within paving as well. Some stone setts were salvaged during the project and these have been re-used for details.

## Langham Parade

Although at the edge of the site (and close to Turnpike Lane Underground and bus stations), this area is at the heart of the community with a group of local shops. It is now characterised by a raised section of street linking junctions and signalling a shared surface, enhanced by tree planting, and adjacent pavements have been widened.

With reduced traffic, this area has now come alive with a new café enjoying pavement seating. Residents have even persuaded the famous American urban artist, Shepard Fairey, to decorate the gable end of a shop wall overlooking the Parade.



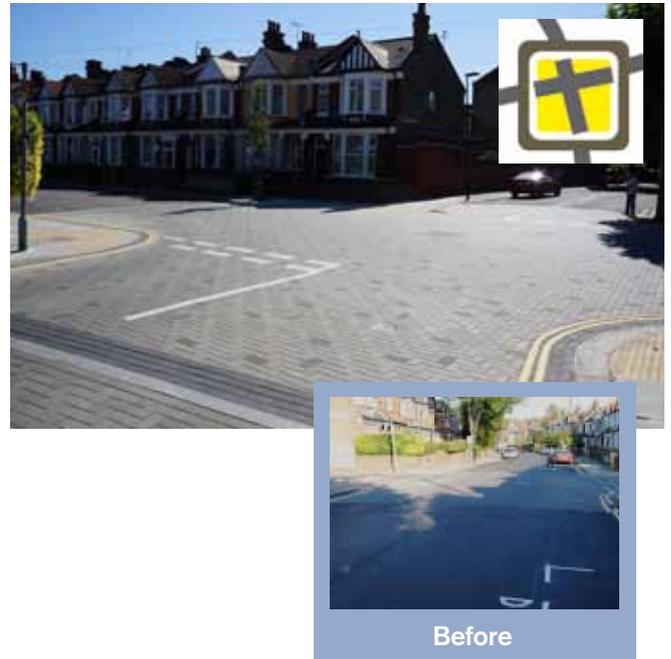
## Break Point

These raised tables are used strategically to break up longer runs of asphalt street and to slow traffic, while also providing a level crossing point. The ramps are gradual and it is the impact of visual contrast on drivers that reduces speed. To reduce costs further, in some instances narrower block-paved strips are used level with the carriageway simply as a visual and textural contrast.



## X-Junction

Although the same language of patterned block paving is used for this raised junction, it was felt that existing traffic priorities (with some markings and signage) should be retained for safety reasons – the only case on the project. Nonetheless, the block paving and tree planters effectively slow traffic down and enhance the area.



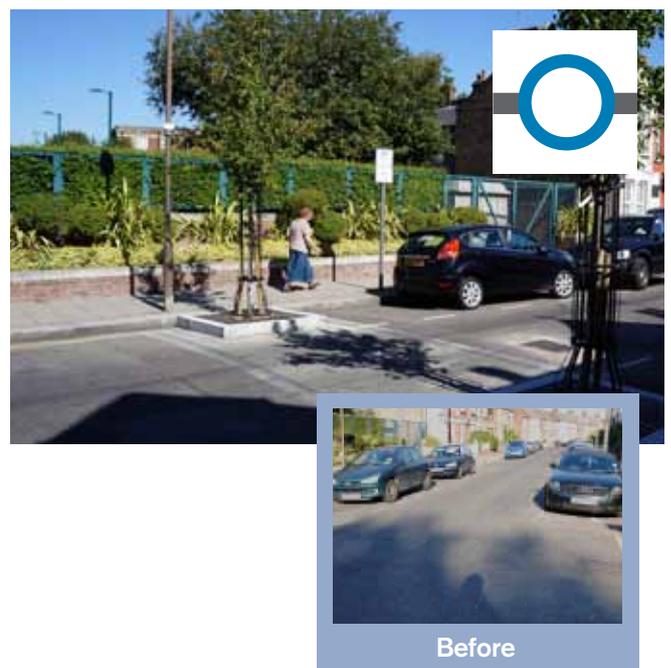
## T-Junction

This junction is raised, again with gradual ramps and no markings. In fact, this junction has no painted 'give way' priority markings. Trees with raised, granite planters are introduced to signal the junction and continue the avenue feel of the street.



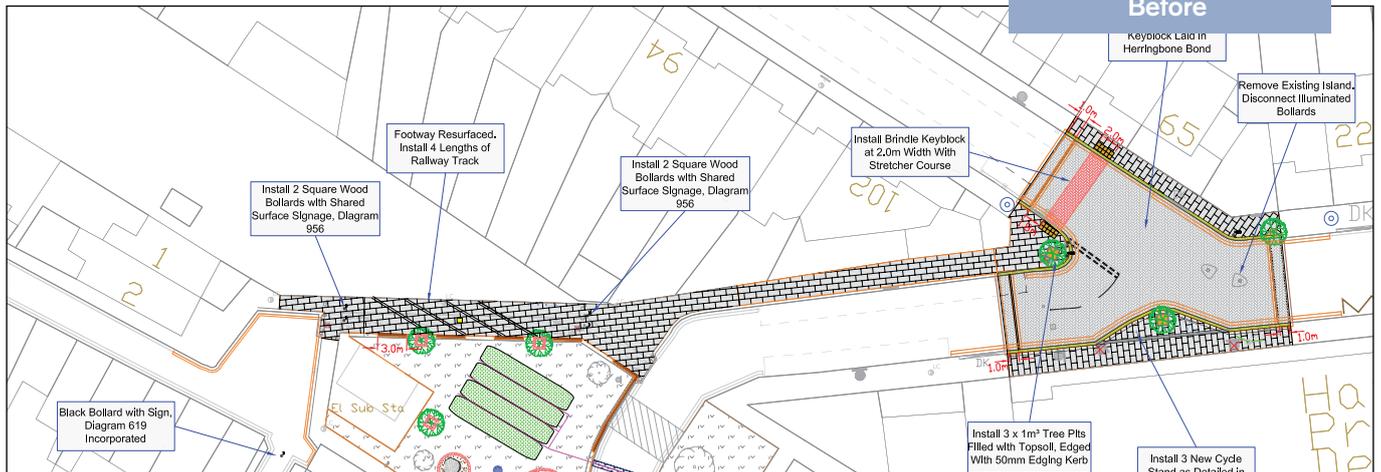
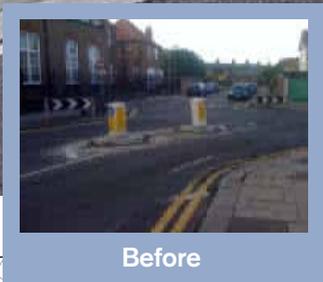
## Simple gateway

Other, secondary gateways to the neighbourhood are announced with a simple strip of block paving level with the carriageway, flanked by raised tree-planters.



# Y-Junction

Here, busier roads intersect forming a Y-junction. The previous pedestrian crossing with central 'refuge' and traffic priorities (with extensive signage) have been replaced with concrete block and flag paving, including a Brindle coloured pedestrian crossing strip reinforced with tactile paving. The shared surface is further delineated by flush granite kerbs, tree planters and bike racks. The street now has a much more open feel and forms a forecourt to the landmark building behind.



## Park Entrance

Although not a traffic junction, the entrance to a local park close to some corner shops created the need for a safe pedestrian crossing point. Here, the road is narrowed and treated with a raised, block paved table.



## Junction and Gateway

Apart from Langham Parade, other 'gateways' to the neighbourhood are highlighted with paving and landscape interventions. As an important access point, the Stanmore Road junction has been designed on a circular theme incorporating raised and level planters. Here, the community-designed block pattern uses charcoal and grey block reversed.



## Outcomes

The street works described above form a part of the overall project which included a range of other initiatives. For example, a landscaped open space has been created where the old railway used to run and railway lines inset in the concrete flag paved path provide a reminder of this local identity.



The Council have co-ordinated highway works in the area with its street lighting team, who have delivered significant lighting improvements, and maintenance team with resurfacing some asphalt roads. But the community itself is demonstrating an ongoing involvement – such as with another art project designed by residents referencing Victorian tiles found at the entrances to homes in the area and Turnpike Lane station.

Comprehensive post-project monitoring and consultation is in hand and early indications point to its success on a number of levels. With a major impact on the community and substantial reduction in the neighbourhood problems identified, an infrastructure cost of around £400 per home seems a small price to pay. Whilst this may not be the most revolutionary approach to improving the urban environment – it's probably one of the most effective.



More information on this project can be found at:  
[www.diyturnpikelane.wordpress.com](http://www.diyturnpikelane.wordpress.com).

Interpave thanks Haringey Project Engineer John McQueen and Sustrans Project Manager Ben Addy for their help with this case study.

## Precast Concrete Paving Principles

With precast concrete paving and kerbs, distinct, modular units and designed variations in colour, texture and shape can break up areas giving visual interest and a human scale not possible with monotonous, formless materials such as asphalt. In recent years, Interpave manufacturers have transformed this concept, moving away from simple, regular patterns and colours to expand an extensive palette of styles, shapes, colours and textures to meet current demands in urban design, matching – and often exceeding – the visual qualities of materials such as stone. This is a valid and sustainable interpretation of the requirement for 'local materials' in adopted guidelines. It is generally unrealistic on cost, availability and accessibility grounds to specify locally extracted stone which may have been used in the past, while imported stone fails to meet sustainability criteria.

**Essential requirements for paving materials, from Manual for Streets and other guidelines, can be summarised as follows:**

- visually attractive able to deliver distinctive local character
- capability for visual or tactile differentiation between distinct areas
- durable and maintainable with reliable product supply
- accessible to all with consistent slip and skid resistance
- well drained to avoid standing water and compatible with SUDS
- sustainable – in the widest sense

**More information on how precast concrete paving is uniquely placed to satisfy all these requirements can be found in *Planning with Paving*, via [www.paving.org.uk](http://www.paving.org.uk).**



[www.paving.org.uk](http://www.paving.org.uk)

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