

North Lewisham Links 2012 Update

December 2012

Longboard Consulting

the**landscape**partnership



Contents

1.0	Introduction
2.0	Task One: Review of previous studies
3.0	Task Two: Key objectives and priorities
4.0	Key projects
5.0	Estimated project costs
6.0	Funding
7.0	Selected projects
8.0	Appendix



Introduction

1.0 Introduction

The London Borough of Lewisham has appointed The Landscape Partnership and Longboard Consulting to review and update the North Lewisham Links strategy (2007). This identified options for improving pedestrian and cycle routes in the Deptford and New Cross area and formed the basis for a successful bid for Government funding. The Council was awarded £4.4m to deliver projects over the period 2008/9-2010/11 and a number of projects have been implemented through this funding package as well as from other sources. This study provides an assessment of the projects implemented to date and other changes and developments in the Deptford and New Cross area to identify future priorities and projects. Three schemes are developed in more detail with outline cost estimates to assist future programming and funding applications.

1.1 Deptford and New Cross

The London Borough of Lewisham extends from the south bank of the River Thames approximately ten miles inland to Sydenham. Deptford and New Cross (comprising Evelyn and New Cross wards) are at the northerly tip of the Borough and together form the focus for the North Lewisham Links 2012 Update. [see Figure 1.1]

The character of the area was analysed and comprehensively mapped in the Deptford and New Cross Masterplan (2007). The underlying landscape character that has influenced the urban morphology over time can be divided into three main areas: the river, the floodplain and the higher ground to the south. The townscape analysis of Deptford and New Cross [see Figure 1.2] identifies the strategic importance of the area and its links to Central London as well as its close association with centres outside the borough such as Greenwich, Canary Wharf, Surrey Quays and the Olympic venue at the Millennium Dome. However, despite its location and the recent changes through projects such as North Lewisham Links Phase 1, East London Line Extension and schemes around Deptford High Street, the area still suffers from poor connectivity and urban quality and, in part as a consequence, it has not taken full advantage of its strengths and location.

The Deptford and New Cross area has a number of local areas of townscape character that contribute to its sense of place. Areas such as New Cross and Goldsmiths on the higher ground, and the low lying areas of Creekside and Deptford Strand are distinctive and help to reinforce the overall landscape character of the area. The surviving 18th and 19th century urban heritage of Deptford High Street, the London to Greenwich railway arches, Deptford Park and Eckington Gardens are important elements within the urban fabric that should be protected and enhanced. Less successful and inward looking parts of the study area, with poor relationships with their surroundings and disjointed public realm, are largely post-war developments which have created a fragmented urban picture, reinforced by the various railways lines and major roads that cross the area and divide neighbourhoods.

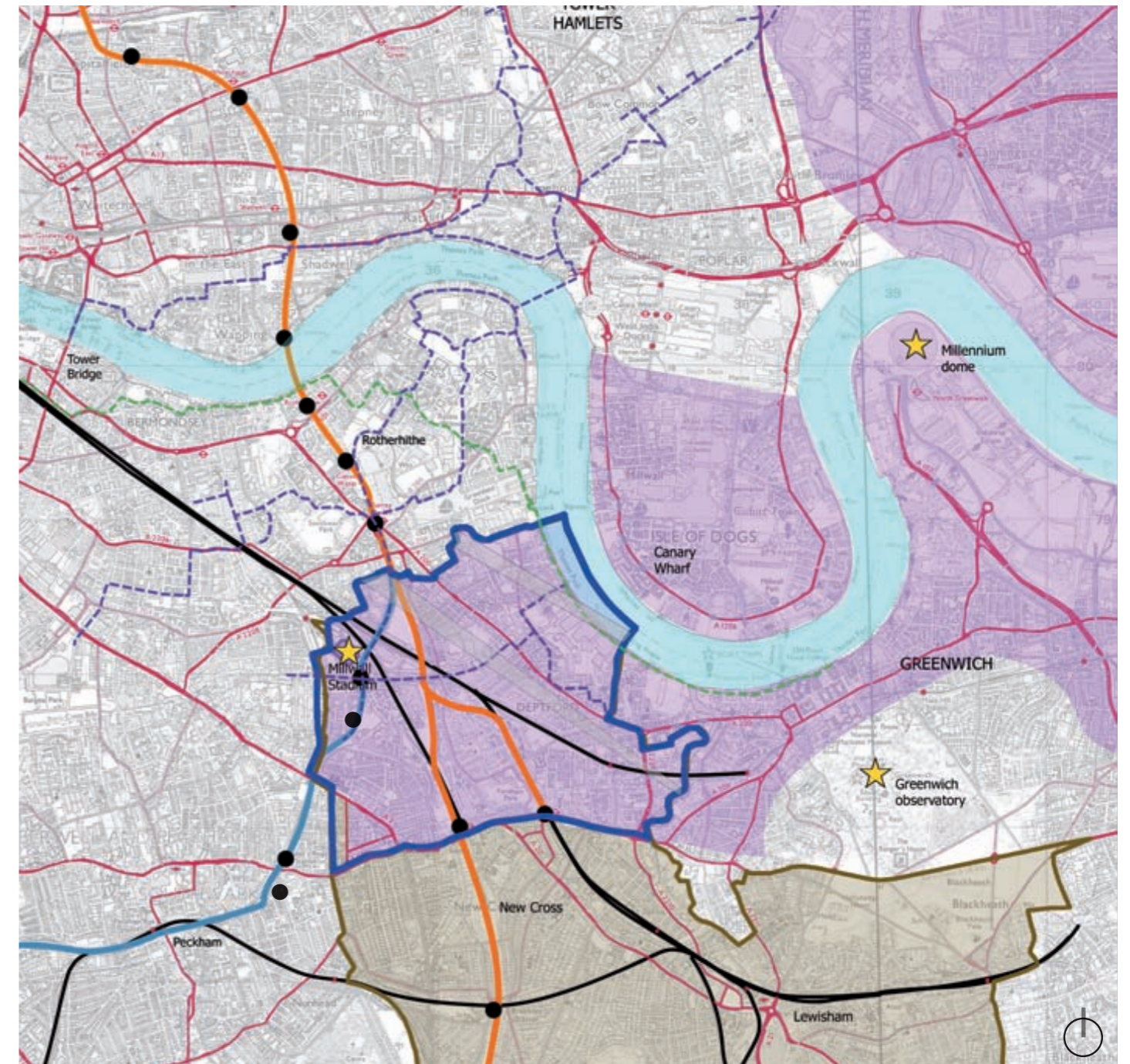


Figure 1.1 Strategic context

Key					
	Study area		Key attractions		LB Lewisham Thames core area
	Lewisham boundary		Strategic viewing corridor		Existing railways
	River Thames		Thames Cycle Route		East London Line Extension Phase 1
	Thames Gateway area		Sustrans proposed GOAL 2012 cycle routes		

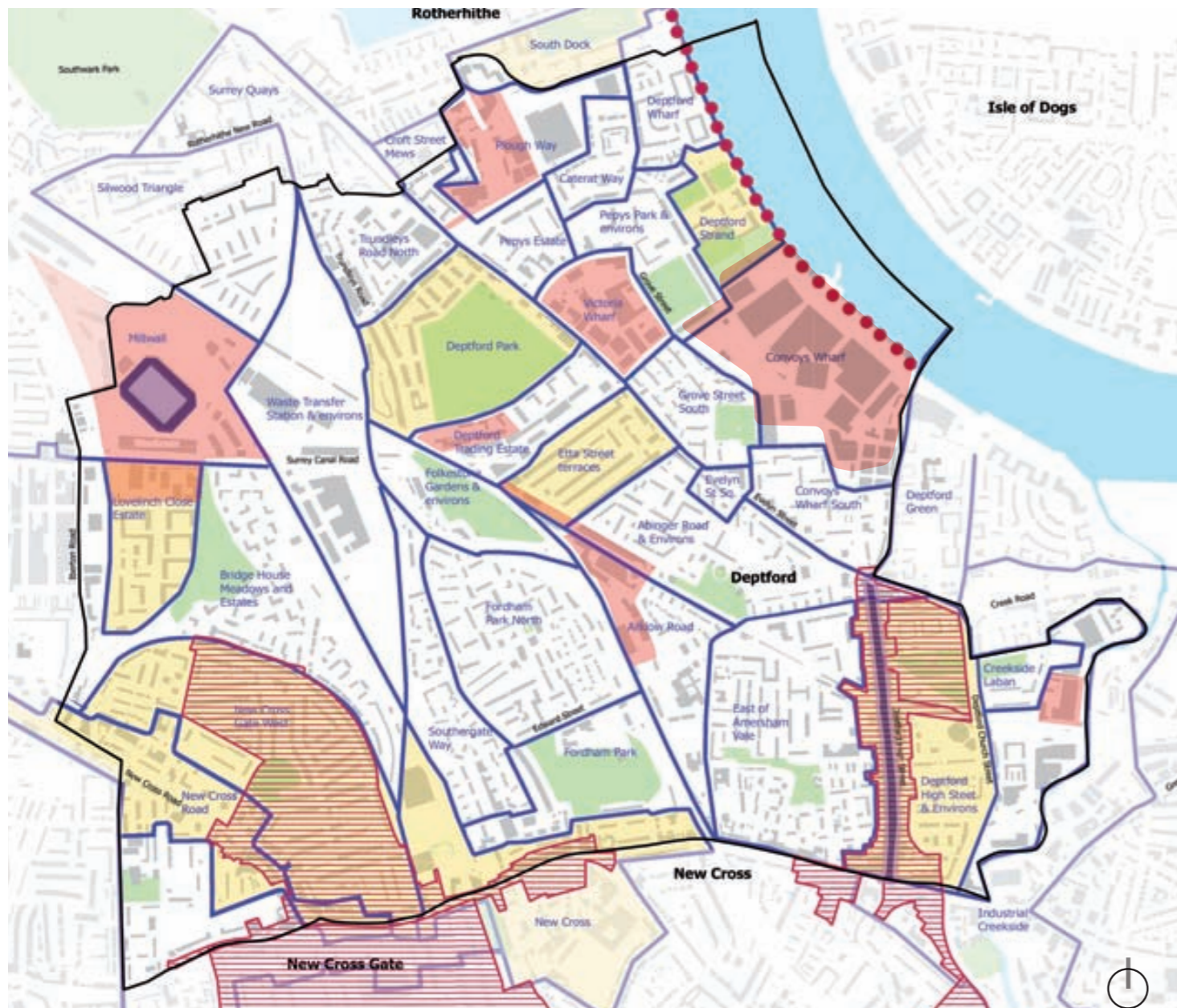


Figure 1.2 Townscape context



Identifying new and improving existing connections, raising the quality of the public realm to encourage greater permeability, activating the streets and creating a shared public environment that will both unite and link character areas is critical to drawing people and places together and making successful urban places and communities. Deptford and New Cross is mostly residential, but there are large tracts of industrial land located within the central core of the study area and to the west of the Creek that have had limited access and connectivity in the past. Unlocking these sites with successful and permeable developments (defined within strategic development priorities), as well as improving existing links, will better aid movement through the area and help connect communities. The North Lewisham Links 2012 Update seeks to provide a framework and mechanism to unlock these connections and deliver quality places.

There is a good network of parks and open spaces within the study area [see Figure 1.3] which were mostly created post 1900 (with the exception of Deptford Park, of late 19th century, and Sayes Court Park which occupies part of the former Sayes Court Gardens created by John Evelyn in the mid 17th century) and these play an important part in addressing an open space deficiency in this part of London as well as forming part of the strategic and local cycle network. Fordham Park and Margaret McMillan Park have recently been refurbished as part of the Priority Route 1 improvements linking Deptford and New Cross (North Lewisham Links 2007). These improvements have significantly improved east-west connectivity as well as the overall public perception of the area.

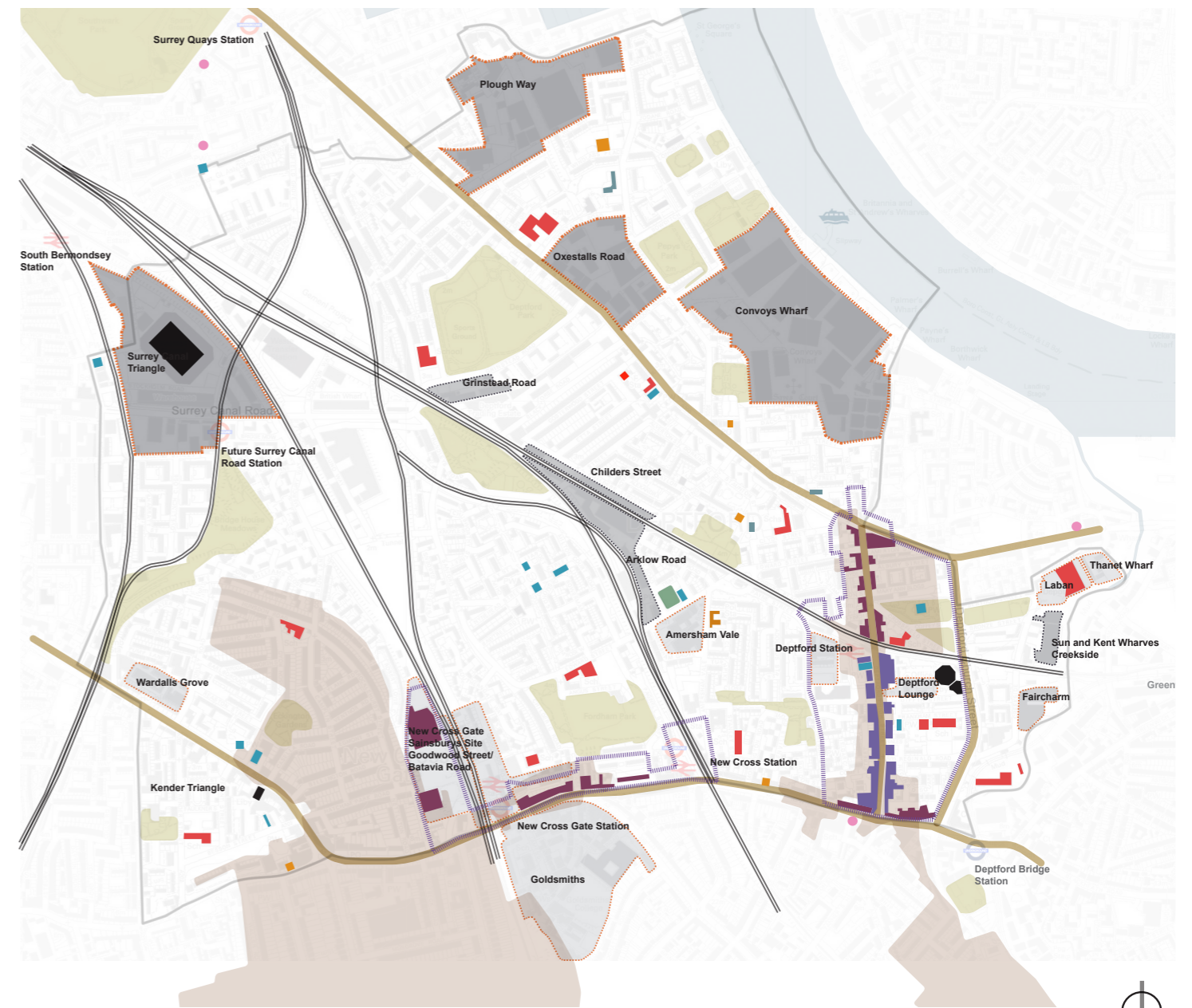
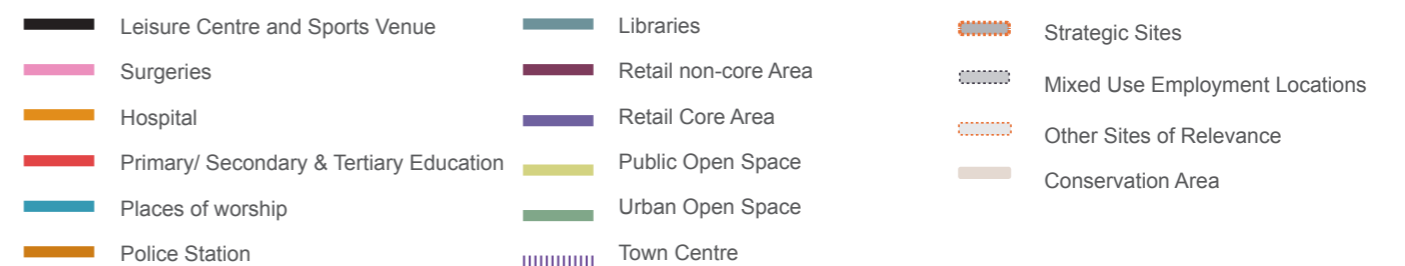


Figure 1.3 Land use



It is these types of improvements that can help turn the challenges of a fragmented urban area into opportunities for a connected and considered green and grey infrastructure that responds to both existing needs and future development opportunities.

The Deptford and New Cross area is reasonably well served by public transport [see figures 1.4 and 1.5] however the railway lines and main roads have limited crossing points and therefore these transport routes have the effect of dividing the area, with a result that some communities are relatively isolated with poor and convoluted pedestrian and cycle routes. This situation is further accentuated in certain instances by the inward looking nature of post-war housing estates within these areas.

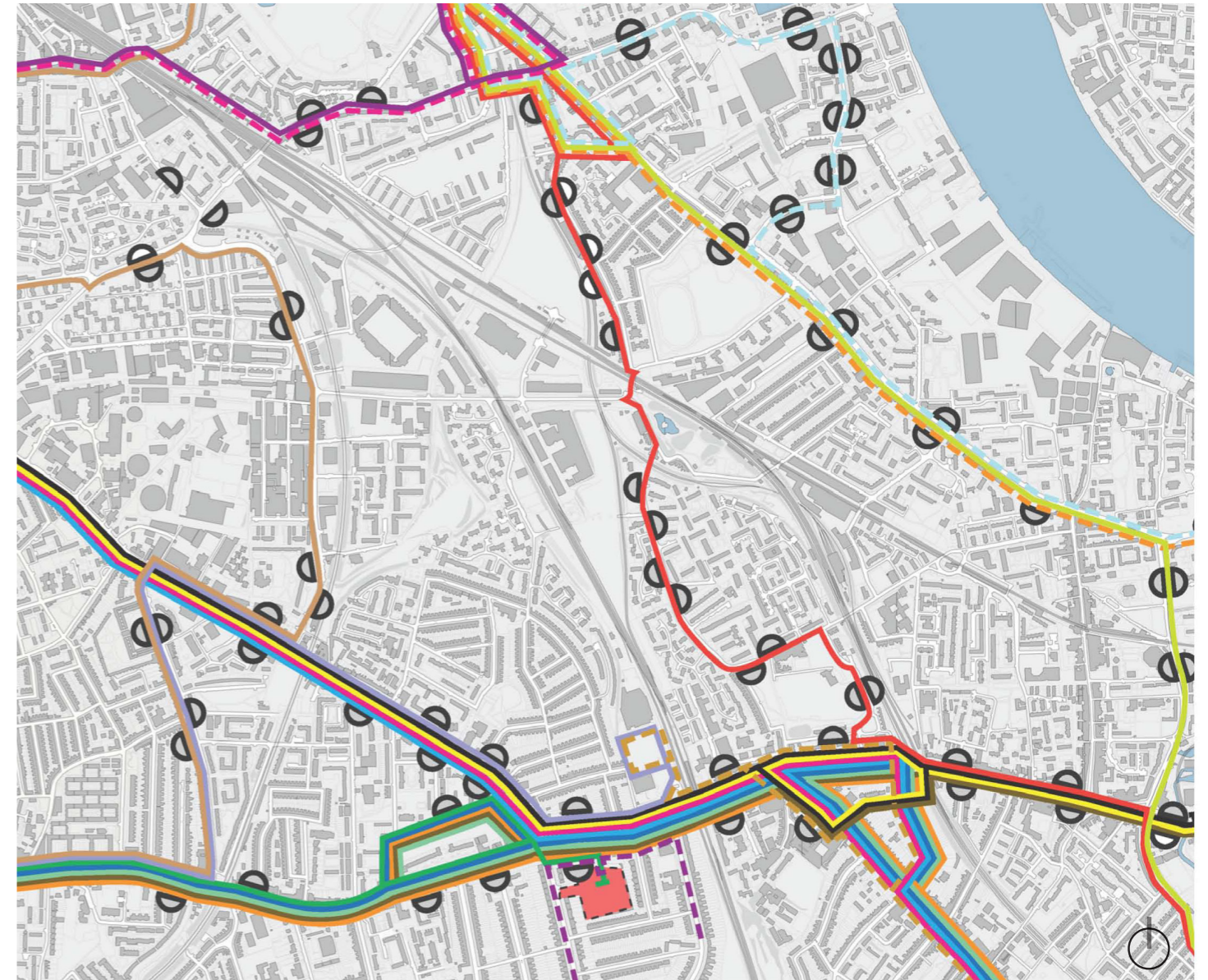
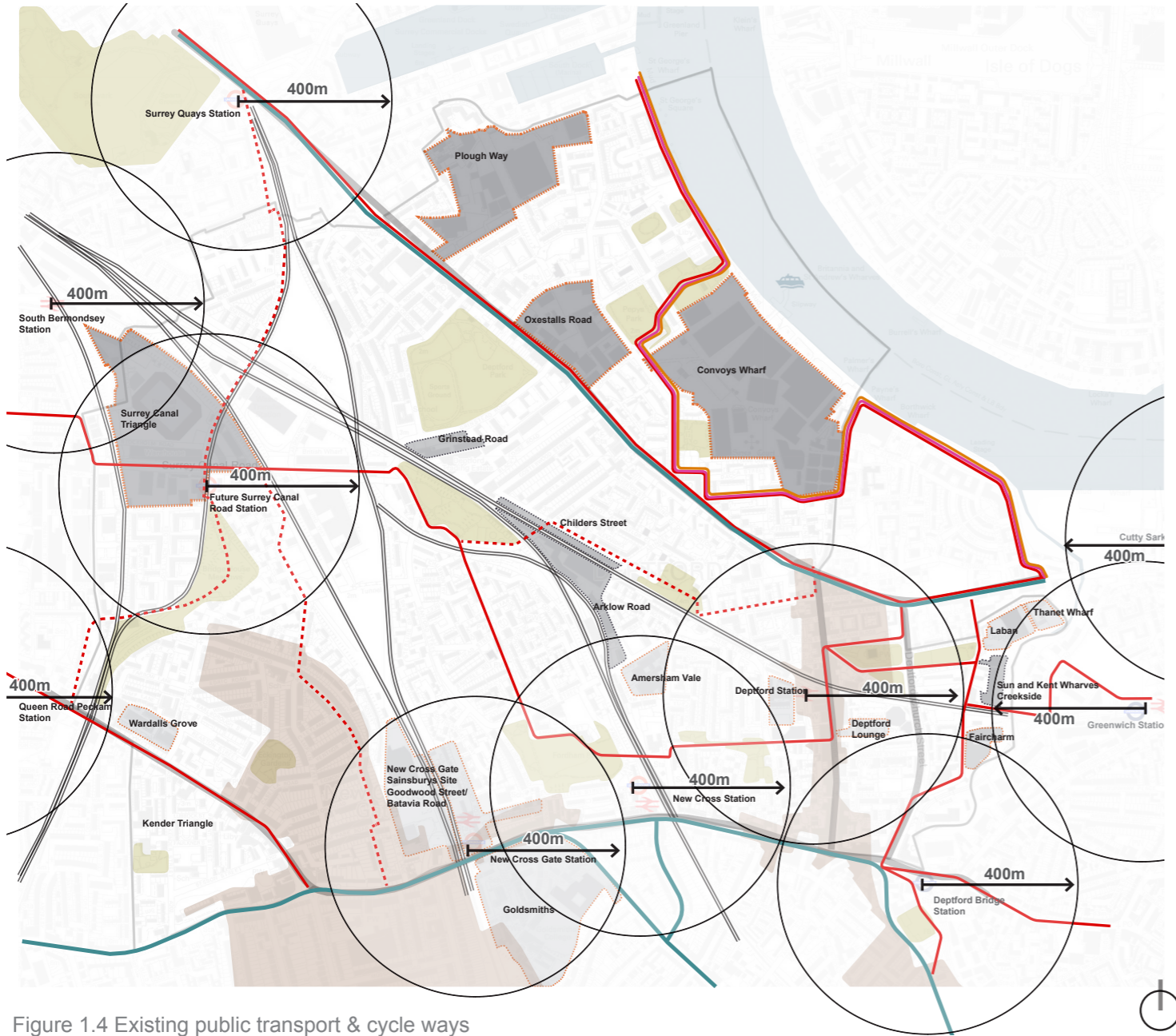


Figure 1.5 Existing bus routes

