





## 7.0 Selected projects

From the long list of 16 projects, three projects have been identified as examples to be used to develop site specific ideas and typical solutions as a guide for future projects (Figure 5.1):

1. Surrey Canal Road (Mercury Way to Folkestone Gardens)
2. Links to Bridge House Meadows (John Williams Close/Avonley Road)
3. Deptford High Street to Trundleys Road

### Surrey Canal Road

The approved development for the Surrey Canal Road site includes various pedestrian improvement works and cycle crossings on Surrey Canal Road between Mercury Way and Ilderton Road. The works are to be funded by a £2m contribution across the development as a whole, including £200,000 towards improvements between the route of the East London Line Extension and Mercury Way.

Whilst details of the landscape works have yet to be prepared (and the timing of their implementation is dependent on the construction of the Surrey Canal Triangle development), the outline planning permission for the site establishes design principles and quality standards for improvements to Surrey Canal Road west of Mercury Way. The Links project for Surrey Canal Road will continue these improvements east to Trundleys Road/Folkestone Gardens.

Funding is not currently available through s.106 agreements to meet the cost of these works in full/ part and therefore alternative funding sources will need to be identified. The planning permission/ s.106 for the Neptune Wharf/Grinstead Road site includes a financial contribution of £36,500 for works to Folkestone Gardens at the eastern end of this project and will assist in tying in the Surrey Canal Road works with the new pedestrian link under the railway that will be delivered by the Neptune Wharf/Grinstead Road development. Development of sites on Surrey Canal Road may also provide an opportunity to improve the adjacent public realm and make the environment more pedestrian-friendly through alternative boundary treatments, which is currently dominated by steel palisade fencing, windowless building frontages and sparse planting.

### Links to Bridge House Meadows

TfL's East London Line Extension through Bridge House Meadows included landscape works to this area of open space, however links to it remain poor, particularly on its southern and eastern side. Improving wider connectivity to Bridge House Meadows will also be bought forwards when the new station is delivered. This will involve a consultation exercise with adjoining owners and when there is demand for easy access to the station. Links through to John Williams Close and Avonley Road will also assist in connecting the relatively isolated housing accessed off Cold Blow Lane and Mercury Way with the improved Bridge House Meadows, Surrey Canal Road ELL station and facilities at Surrey Canal Triangle.

Funding to improve these local links is potentially available through s.106 funding. Planning permission for a site at Wardells Grove includes £138,000 towards improved access, signage, lighting and part of this could potentially be directed towards links into Bridge House Meadows. Supplementary funding from other sources is also likely to be required.

### Deptford High Street to Trundleys Road

This route links a series of open spaces and development sites along Childers Street between Folkestone Gardens and Deptford High Street. The s.106 Agreement for the site on Gosterwood Street includes a financial contribution of £50,709 towards public realm improvements. There is the opportunity to direct some of this funding towards implementing part of this route at its northern end, however the majority of the works will need to be funded from other sources. There are also contributions from William House, the former British Legion building and a potential one from SR House, all in Childers Street.

This link was identified as part of a potential link in the London Mayor's Cycle Superhighway, however route CS4 (Woolwich to London Bridge planned for opening in 2015) is currently planned to be along Evelyn Street and there may be limited scope to change this at this stage. The Mayor's emerging cycling strategy includes promoting quieter, 'off-line' routes and this route provides a suitable, feasible and deliverable alternative to the Superhighway on Evelyn Street.

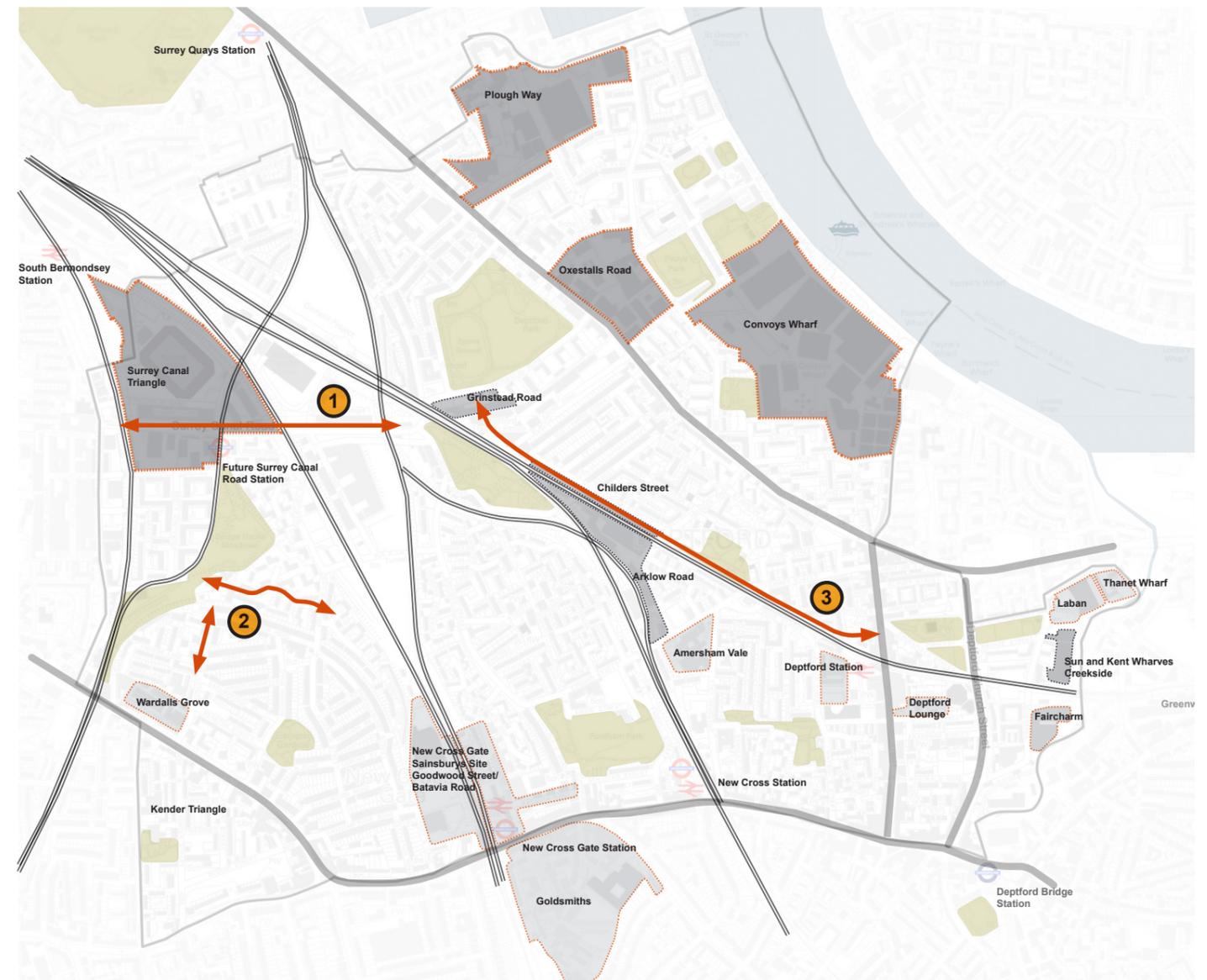


Figure 5.1 Selected projects

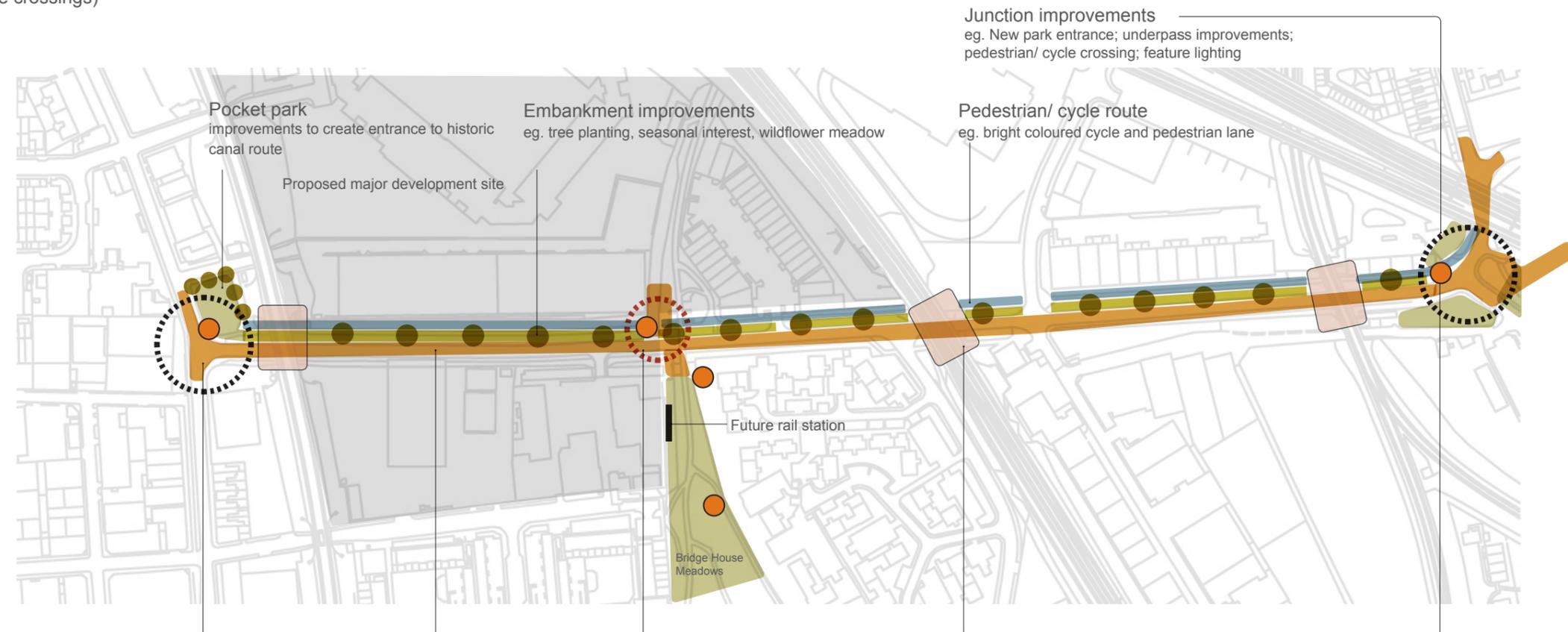


# 1 Surrey Canal Road

(Surrey Canal Road improvement including pedestrian/ cycle crossings)

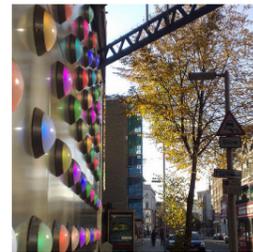
The approved Surrey Canal Triangle development includes various pedestrian improvement works and cycle crossings on Surrey Canal Road between Mercury Way and Ilderton Road. The works are to be funded by a £2m contribution across the development as a whole, including £200,000 towards improvements between the route of the East London Line Extension and Mercury Way. Whilst detailed designs of the landscape and public realm works have yet to be prepared (and the timing of their implementation is dependent on the construction of the Surrey Canal Triangle development), the outline planning permission for the site establishes design principles and quality standards for improvements to Surrey Canal Road west of Mercury Way.

The Links project for Surrey Canal Road will continue these improvements east to Trundleys Road/ Folkestone Gardens (whilst ensuring there is a consistency of design along the length of Surrey Canal Road). Funding is not currently available through s.106 agreements to meet the cost of these works and therefore alternative funding sources will need to be identified. The planning permission and s106 for the Neptune Wharf/ Grinstead Road development includes a financial contribution of £36,500 for works to the entrance to Folkestone Gardens and some integration between the Surrey Canal Road works and the new pedestrian link under the railway. Development of sites along Surrey Canal Road provide an opportunity to improve the adjacent public realm through alternative boundary treatment (currently dominated by steel palisade fencing, inactive building frontages and overgrown planting), improved surface finishes, lighting and tree planting.



LAYOUT PLAN  
 Road junction upgrade eg. new pedestrian crossings  
 Surrey Canal Road eg. surface and crossing improvements  
 Upgrade to pedestrian/cycle crossing eg. cycle lights and lane surface improvement  
 Feature lighting to bridges eg. light installation similar to Bankside  
 Wayfinding eg. bespoke signage and maps

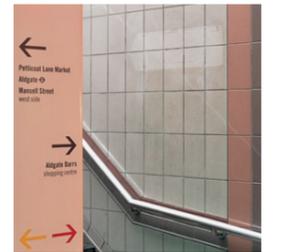
## FEATURE LIGHTING



## CYCLE/ FOOTPATH



## WAYFINDING



FEATURE LIGHTING UNDER BRIDGES

- Surrey Canal Road surface improvement
- Cycle & pedestrian route
- Embankment improvement (turf, tree planting, meadow, spring bulbs)

- Wayfinding (signage/ maps)
- Feature lighting to bridge undersides
- Upgrade to pedestrian/ cycle crossing
- Junction improvements/ new gateway space

**2 John Williams Close/Avonley Road improvements**  
(cycle/ pedestrian/ signage and lighting)

The new East London Line Extension through Bridge House Meadows included basic landscape reinstatement works and a new footpath and lighting to this area of open space, however links to Bridge House Meadows remain poor, particularly on its southern and eastern sides.

Improving these links to John Williams Close and Avonley Road will assist in connecting the relatively isolated housing accessed off Cold Blow Lane and Mercury Way with the improved Bridge House Meadows, future Surrey Canal Road ELL station and the facilities that would become available at the Surrey Canal Triangle development. Links into the Meadows from the south have the potential to support the Surrey Canal Triangle project, by ensuring that the community is connected and the open space is safe and well used.

Funding to improve these local links is potentially available through s.106 funding. Planning permission for a site at Wardalls Grove includes £138,000 towards improved access, signage, lighting and part of this could potentially be directed towards links into Bridge House Meadows. Supplementary funding from other sources is also likely to be required.



LAYOUT PLAN Bridge House Meadows eg. ecology area/ nature park  
 Underpass improvement eg. art/ lighting and local information maps/ celebrate history of the meadows  
 John Williams Close improvement eg. shared surface for cars, cyclist & pedestrians/ road narrowing & tree planting  
 Wayfinding eg. maps, directions and walking distance

UNDERPASS



SHARED SURFACE



WAYFINDING



- Road surface improvement (shared surface for pedestrian/ cyclists)
- Green verge with tree planting and informal play zones
- Public realm improvement
- Underpass improvement
- Wayfinding (signage/ maps)
- Pedestrian/ cyclist crossing improvement



VIEW WEST ON JOHN WILLIAMS CLOSE

### 3 Deptford High Street to Trundleys Road (Public realm and lighting improvements including wayfinding strategy)

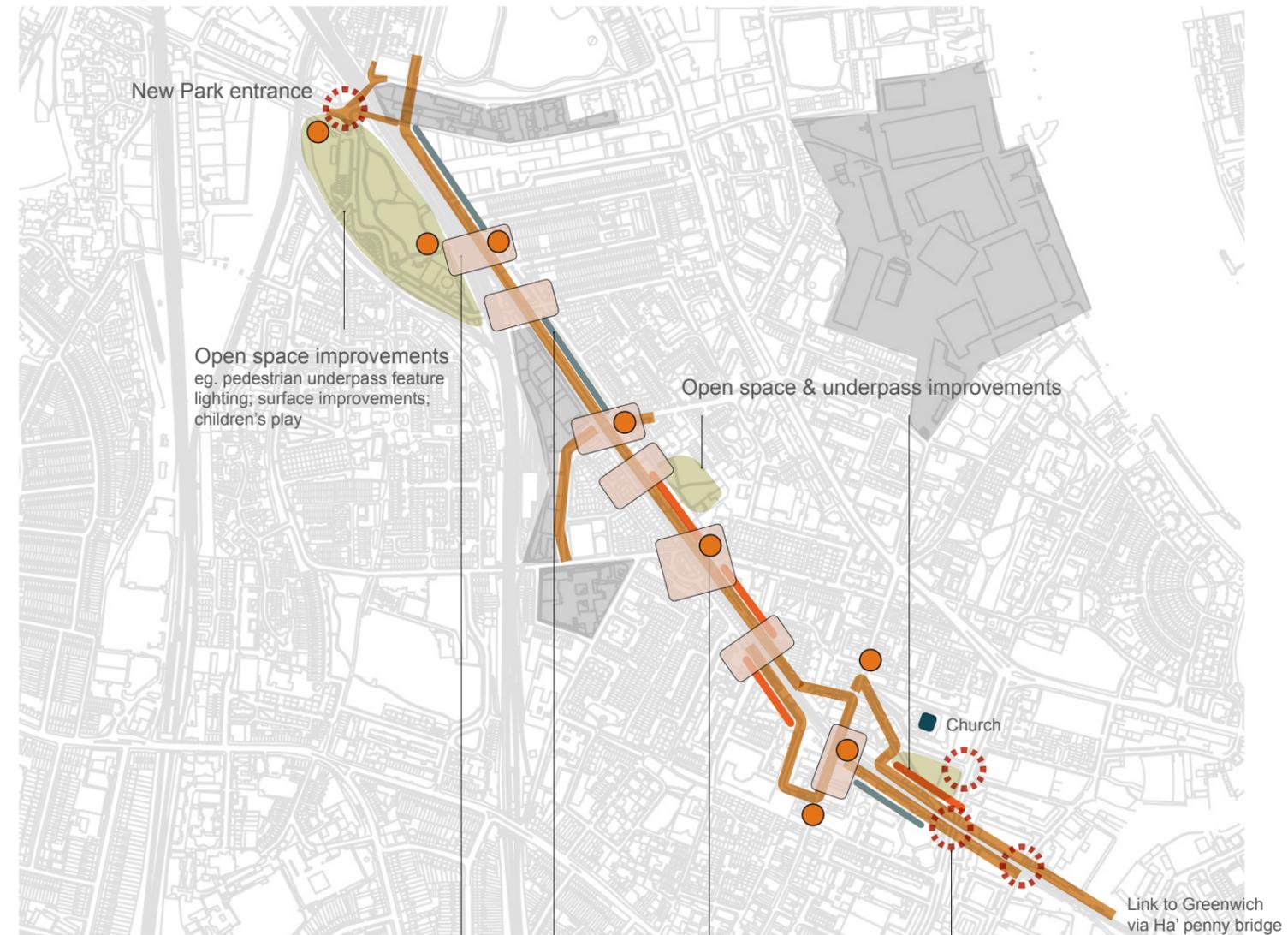
This route links a series of open spaces and development sites along Childers Street between Folkestone Gardens and Deptford High Street. The s.106 Agreement for the site on Gosterwood Street includes a financial contribution of £50,709 towards public realm improvements. There is the opportunity to direct some of this funding towards implementing part of this route at its northern end however the majority of the works will need to be funded from other sources.

This link is identified as a new local neighbourhood scale pedestrian and cycle route and a quieter alternative to the busy commuter corridor of Evelyn Street, identified as one of the London Mayor's Cycle Superhighway (Route CS4 Woolwich to London Bridge) planned for opening in 2015.



LIFE ALONG THE ARCHES

FEATURE LIGHTING



LAYOUT PLAN

- Road surface improvement (shared surface for pedestrian/ cyclists)
- Studios/ offices/ cafe
- Specialist retail/ innovation uses/ cafe
- Wayfinding (signage/ maps)
- Underpass improvements (lighting/ advertisement/ art)
- Upgrade to pedestrian/ cycle crossing

Underpass improvements  
eg. feature lighting/ new surfaces

Arches  
eg. shops, studios, restaurants/ cafe

Wayfinding  
eg. bespoke signage/ maps

Pedestrian/cycle crossing  
eg. cycle lights, lane surface improvement, traffic calming & road marking

ARCHES

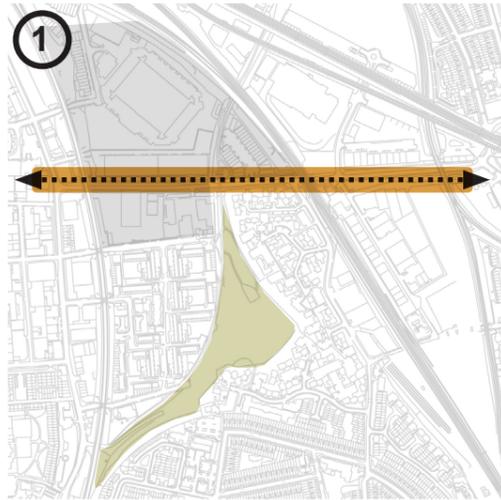


CYCLE/ FOOTPATH



WAYFINDING





### Surrey Canal Road

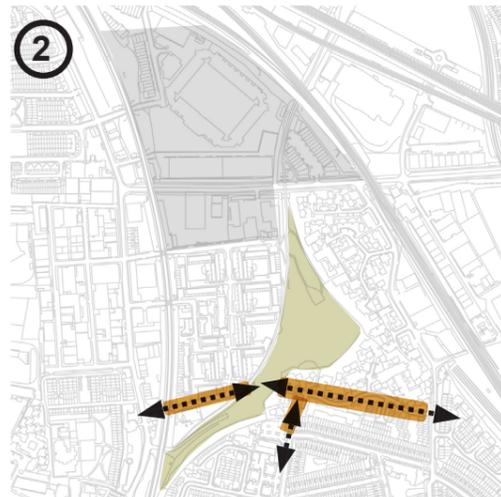
(Surrey Canal Road improvement including pedestrian/ cycle crossings)

- Surrey Canal Road (SCR) upgrade to footpath/ cycleway to north of SCR and footpath to south of SCR, ensuring historic reference to the canal is achieved by landscape intervention along full length of road (tree planting, lighting and furniture).
- SCR/ Ilderton Road and SCR/ Trundleys Road junction upgrade ensuring improved, safe pedestrian/cycle crossing points and announcing an arrival point to SCR from the west.
- Further upgrade to pedestrian crossing (raised table), station forecourt/ access including creative lighting/public art.

- Upgrade to pedestrian/ cycle crossing at Juno and Landmann Way junction.
- Feature lighting to bridges to create landmark features.
- Roadside verge improvements; remove shrubs to improve natural surveillance; introduce wild flower planting in maintainable strips.
- Bus stop, access points and pedestrian crossings improvements.

**Costing:**

Area: ~16.000m<sup>2</sup>  
 Length: ~800m x 20.0m wide  
 Cost: £ 1.1100,000 (assume £60/m<sup>2</sup>)  
 £ 1.665,000 (assume £90/m<sup>2</sup>)  
 £ 2.220,000 (assume £120/m<sup>2</sup>)



### John Williams Close/Avonley Road improvements

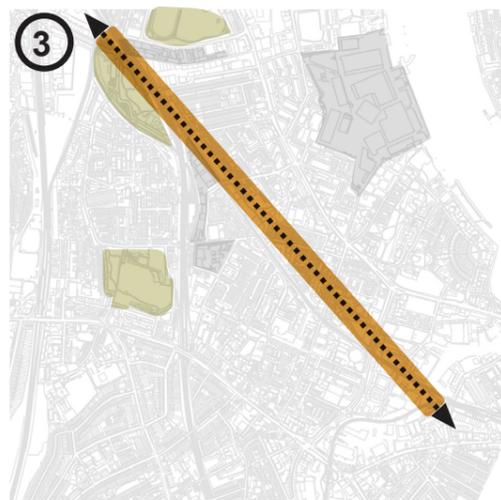
(cycle/ pedestrian/ signage and lighting)

- Public realm improvements to reduced road width or shared surface/ "home zone", to provide a wide and generous pedestrian/ cycle priority route from Bridge House Meadows to Cold Blow Lane.
- Legible way-finding signage at Bridge House Meadows and Cold Blow Lane ends of the close to improve orientation and navigation.

- Public realm improvements to pedestrian/ cycle link from Hudson Road through to John Williams Close including removal of wall/ fence to create a stepped approach from the close.
- Legible way-finding signage at either end of the link.
- Lighting and CCTV to provide an attractive and safe route.

**Costing:**

Area: 15.000m<sup>2</sup>  
 Length: ~ 1000m x 15.0 wide  
 Cost: £ 250,500 (assume £60/m<sup>2</sup>)  
 £ 375,750 (assume £90/m<sup>2</sup>)  
 £ 501,000 (assume £120/m<sup>2</sup>)



### Deptford High Street to Trundleys Road

(Public realm and lighting improvements including wayfinding strategy)

- Wayfinding signage at Deptford High Street and Ffinch Street junction.
- Improve the railway underpass into Folkestone Gardens at the end of Gosterwood Street with new lighting and resurfacing.
- Public realm and lighting improvements to the pedestrian link from Ffinch Street to Edward place and the underpass link to Idonia Street and Payne Street.
- Extend Borough Cycling Link along Edward Place and create "Homezone" public realm improvements, including widened pavement to northside.
- Edward Street gyratory improvements, lighting, footpath and cycle route prioritisation to create a safe, attractive route and landmark space.

- Childers Street public open space – create a wide and safe pedestrian cycle route; remove railings, resurface the footpath, improved lighting and "wayfinding" signage.
- Childers Street – create a "Homezone" character where pedestrians and cyclists take priority. Create new raised table crossings at all junctions crossing Childers Street.
- Ffinch Street public realm improvements and shared surface.

**Costing:**

Area: ~30.000m<sup>2</sup>  
 Length: ~2000m x 15.0m wide  
 Cost: £ 1.1100,000 (assume £60/m<sup>2</sup>)  
 £ 1.665,000 (assume £90/m<sup>2</sup>)  
 £ 2.220,000 (assume £120/m<sup>2</sup>)



The North Lewisham Links 2012 Update is a continuation of the original North Lewisham Links Strategy (2007); its findings are based on an assessment of recent public realm studies, completed projects and other changes and developments in the Deptford and New Cross area during the past five years.

Evident from this review is that a number of significant urban ‘gaps’ remain in the fabric of the north Lewisham ‘jigsaw’ of public routes and spaces. These gaps are both spatial (i.e. areas that remain isolated or poorly connected) and financial (i.e. potential projects that lack funding). Whilst Route One of the Links Strategy (2007) and other recently completed public realm projects in the area have significantly improved the quality of the public realm and created new accessible connections for local residents, more work is needed to further enhance this network of routes and spaces within its ‘world city’ context. Current and future development projects in north Lewisham are important delivery mechanisms and sources of funding for public realm improvement projects, and therefore it is important that these sites are considered within their spatial context and with a view to assisting in the delivery of new routes and spaces.

North Lewisham has inherent strengths and challenges as being part of the Thames Gateway, with a historically significant Deptford town and river frontage, and a unique ‘Creekside’, whilst also having fragmented and poorly connected urban areas and communities, all important elements that ultimately underpin future links projects. These strengths and weaknesses are reflected in the priorities that have determined the strategic and local needs identified in this study; and it is these important needs, aligned with the opportunities created by major development sites, that has ultimately shaped and informed the key projects identified. From these key projects three projects have been selected to provide examples of the scope and potential inherent in the public realm and to meet the needs of the community of north Lewisham within its context of Greater London.



Figure 5.2 A vision for north Lewisham

-  Development sites
-  Proposed new routes
-  Public open space
-  Existing major retail attractors