

Submission Pro-forma for:

TfL Local Implementation Plan - Liveable Neighbourhoods Projects

(To be used from June 2017)

Answer all questions in the application form. If the question does not apply to your project enter 'Not applicable' or 'N/a'.

Failure to complete questions or provide the required supporting information will impact the evaluation of the bid.

By submitting this application you are confirming the following:

- (a) The information supplied on this form is correct and complete at the time of the bid.
- (b) The borough accepts the requirements set out in 'Guidance for Submission of Liveable Neighbourhoods projects' or any subsequent editions/updates

A scheme with an estimated full cost (EFC) of less than £10m then the bid document (excluding appendices) should be a maximum of 25 pages.

The information provided in this proforma should provide sufficient detail so as to give a complete overview of the project. It should contain enough qualitative and quantitative information to justify the need for investment, inform objective decision making by TfL and help boroughs and TfL prioritise potential schemes.

The blue italic text in this proforma provides guidance on what information is sought in each section. This text can be deleted when completing the form

1. General Information

Table 1

Organisation name(s):	London Borough of Lewisham
Project manager responsible for delivering the LN proposal and their contact details	[REDACTED] [REDACTED]
Person completing the submission and their contact details:	[REDACTED] [REDACTED] [REDACTED] [REDACTED]
Project Title:	Deptford Parks Liveable Neighbourhood
What Financial Year is this application to be considered for :	2018/19
Is the Borough submitting any other Liveable Neighbourhood applications:	No
Has this project been submitted before as a bid to TfL:	No

2. Executive Summary

Deptford's population is growing fast but currently suffers from significant deprivation, severance between communities, poor air quality, and childhood obesity. The Deptford Parks Liveable Neighbourhood (DPLN) project will tackle this by transforming north Deptford into an area where people choose to walk and cycle through a series of healthy street interventions.

The DPLN project will unlock new cycling and walking links, including the removal of local traffic, road closures, the creation of a world class north/south traffic-free walking and cycling facility, public realm improvements and healthy routes to schools. The interventions will transform streets, travel choices and the health of people, by connecting them with schools, parks, public transport, local businesses and high streets, as well as enabling new journeys beyond the neighbourhood.

The project will mobilise and empower the local community, fostering collaboration at the neighbourhood level and empowering people to have a say in the design of their streets and public spaces.

In line with the Liveable Neighbourhood objectives and the Healthy Streets Approach, the project will:

- Restore public access to Canal Approach and under Blackhorse Bridge, creating a new traffic-free route along the former Grand Surrey Canal under Evelyn Street (A200) catering for the 10,000 extra people expected in the area by 2027 - **see Appendix 4a for overview map, and appendices 4b and 4c for location plans and intervention maps.**
- Deliver a traffic reduction and crossing improvement scheme on Rolt Street, which will link Folkestone Gardens and Woodpecker Walk to the proposed new Bakerloo Line Station at New Cross Gate.- **see Appendix 4d for visualisation**
- Deliver public realm improvements to Folkestone Gardens by extending the park out onto Rolt Street, planting new trees, places to sit and relax, whilst making Rolt Street one way to reduce traffic flows - **see Appendix 4e for concept design**
- Create a pocket park and crossing of Grinstead Road outside Sir Francis Drake Primary School through the permanent closure of Scawen Road, enabling people to relax and socialise without the worry of noisy and fast traffic – **see Appendix 4f for community engagement progress**
- Deliver quick wins and smaller interventions at strategic locations (Copenhagen crossings, cycle parking, surface upgrades, lighting) to make walking and cycling the obvious choice
- Complement the infrastructure changes with behaviour change initiatives, such as a park and stride scheme, healthy schools programme, and cycle training for all residents.

As a result of the project, the DPLN will have new healthy, green, public spaces that will unlock access to jobs, recreation, and public transport links, as well as high-quality inclusive public realm where people can meet, socialise, travel around, and play.

3. Strategic Case

To overcome challenges posed by London's growth, it is crucial that new infrastructure schemes build a green, healthy, and well-connected city where people are able to easily reach places that are vital for their jobs, wellbeing and enjoyment. A focus on supporting the creation of good public spaces, together with routes that connect them, is fundamental to achieving the Mayor's Transport Strategy (MTS) vision and outcomes.

Deptford is identified as an opportunity area in the London Plan and is expected to accommodate substantial new jobs and homes. Population is growing rapidly, with 10,000 more people expected to move into the area over the next 10 years. In order to achieve the MTS target of reducing car-use, all new developments must be virtually car-free, and as well as reducing existing car use by one third.

In the Deptford Parks neighbourhood, new developments are underway at Convoys Wharf, Deptford Timberyard, Neptunes Wharf and Shurgard (**see Appendix 4g for site plans**). Major regeneration and new housing puts pressure on the existing transport provision, making the need for new transport links paramount to sustainable growth in the neighbourhood.

Deptford is strategically important for its connections to the rest of the borough (New Cross, Deptford High Street, and the Thames) and central London, as well as its close proximity with centres outside the borough (Greenwich, Canary Wharf, Surrey Quays, and the O2 Arena). However, 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 Parks neighbourhood, in particular, is isolated from the rest of the borough and suffers from severe north/south severance.

Cycling in Lewisham has shown continued growth for over a decade. While cycling rates in Lewisham remain lower than the average for other Inner London Boroughs, the potential for cycling is extremely high. The Analysis of Cycling Potential 2016 reports that only 7% of potentially cyclable trips in Lewisham are being made by cycle (18,400 current cycle trips compared to 264,200 potential cycle trips).

In addition, the Deptford, New Cross and Canada Water area has recently been identified as a place with rapid development and cycle demand in [TfL's Strategic Cycling Analysis \(2017\)](#). New transport links are required for cyclists and walkers to access the proposed river crossing from Rotherhithe to Canary Wharf, the proposed Surrey Canal Overground Station, the Bakerloo line extension, as well as easing the pressure on the Jubilee Line which is already at capacity.

Local residents have shown support for the proposed interventions, and have been involved in the co-design process for Rolt Street. There is support for the Pocket Park at Scawen Road and complementary road closure: 67% of the road's residents have expressed support for the closure (**see Appendix 4f**). LB Lewisham and Sustrans have been working closely with community groups Deptford Folk and Deptford Park Residents Association to take the proposals further.

3.1 Context

(a) Alignment to MTS Priorities and Outcomes

By providing new cycling and walking links, coupled with public realm improvements and behaviour change initiatives, the project contributes to the draft MTS vision of 80% of Londoners' trips to be on foot, by cycle or by using public transport by 2041. The Deptford Park Liveable Neighbourhood will also help achieve the MTS aim for all Londoners to do 20+ minutes of active travel per day and for 70% of Londoners to live within 400 metres of a high quality, safe cycle route by 2041. For instance, by 2027, approximately 28,000 people (currently 18,000) will live within 400 metres of the new Canal Approach traffic-free route.

The project is closely aligned with the MTS outcomes, particularly the Healthy Streets and Healthy People priorities:

Active: London's streets will be healthy and more Londoners will travel actively

- The project will tackle barriers to walking and cycling by reducing severance in the area, linking the Deptford Parks neighbourhood to other parts of the borough and central London.
- By providing traffic-free alternatives to Grinstead Road, Evelyn Street and other busy roads, we will encourage people to leave the car behind for more of their journeys.
- High levels of community engagement through promotion and behaviour change initiatives, such as collaborative design workshops, the healthy schools programme and incentivisation schemes (cycle vouchers, free bike rental), will enable more people to walk and cycle.
- Healthy routes to schools (Deptford Park and Sir Francis Drake primaries and Deptford Green Secondary) have been identified and proposed interventions will be implemented to enable a healthy school run.

Safe: London's transport system will be safe and secure

Road danger is currently a major deterrent for walking and cycling in the Deptford Parks neighbourhood. Evelyn Street, which pedestrians and cyclists need to cross in order to move north/south of Deptford, has high traffic volumes, speeds, accidents, air pollution. The project will:

- Create a safe alternative to this busy road and reduce the number of Killed or Seriously Injured casualties (KSIs), where there have been 96 casualties over the past 36 months to December 2016, along the length of Evelyn Street in the project area.
- Reduce rat-running on local roads, particularly on routes to schools and green spaces (Deptford Park, Folkestone Gardens, Surrey Canal Linear Park), making streets safer and more inviting for people to use for walking, cycling, relaxing and socialising.
- Safer pedestrian environment through new Copenhagen crossings at strategic locations.

Efficient: London's streets will be used more efficiently and have less traffic

- Safe and accessible walking and cycling routes will encourage people to leave their cars at home, reducing congestion and motor traffic dominance. The DPLN area has the highest amount of car use in LB Lewisham with approx. 20,000 daily trips made per/day (p12 – 2017 Lewisham Cycling Strategy)
- The Rolt Street scheme will reduce traffic speeds: there was a 15.1mph reduction in mean speeds on Rolt Street on the street trial day compared to the rest of the week due to the road being narrowed with hay bales at the crossing point of Rolt Street between Folkestone Gardens and Woodpecker Walk.

Green: London's streets will be clean and green

- New routes will connect people to parks and green spaces in the neighbourhood.
- The scheme will improve the quality of the public realm, and improve its resilience by ensuring interventions cater for the projected increase in the number of cyclists and pedestrians.
- Less motor vehicle traffic and more active travel will reduce air pollution, making the neighbourhood a more attractive place to walk and cycle.

Connected: More people will travel on an expanded public transport network

- The Deptford Parks neighbourhood will be well connected to existing and planned public transport provisions - the Surrey Canal Overground Station, the Bakerloo Line extension to Lewisham via New Cross and the proposed Thames Crossing between Rotherhithe and Canary Wharf
- Improved access to bus stops through better crossings, and safer, more attractive street environment for pedestrians

(b) Alignment to other Mayoral Strategies

London-wide cycle network investments - The proposed Cycle Superhighway 4, currently in consultation, will provide a continuous segregated cycle route between Tower Bridge and Greenwich, with a two-way segregated cycle track on Evelyn Street. Quietway 1 also goes through the Deptford Parks neighbourhood, connecting its communities to Waterloo and Greenwich through a safe, low trafficked route. The scheme will ensure the Deptford Parks Liveable Neighbourhood is well connected to CS4 and Quietways, enabling more journeys to and from central London.

Mayor's draft London Environment Strategy - By encouraging mode shift to walking, cycling and public transport, the project supports the draft Environment Strategy and its aim for London to have the best air quality of any major world city by 2050. We will empower people in the DPLN to reduce their exposure to poor air quality, especially on the school run, tackling health inequalities. The project will also improve access to Deptford Park, Folkestone Gardens and Surrey Canal Linear Park, and therefore aligns with the Environment Strategy action of making green spaces more accessible.

Mayor's vision for Good Growth - New developments in the neighbourhood will bring in 10,000 new residents to the project area. The scheme will ensure new residents are incentivised to travel by foot or by bike. The project will have a positive impact on local businesses, including local cafes in Folkestone Gardens, Deptford High Street and New Cross, by improving safety and connectivity in the area.

Mayor's Vision Zero for London - Through the new Canal Approach route, cyclists and walkers will be able to avoid crossing Evelyn Street and its dangerous junctions, reducing collisions and enabling safer journeys. This aligns with the aim to ensure that by 2041 deaths and serious injuries resulting from road traffic collisions in the city will have been totally eradicated.

(c) Alignment to Borough Strategies and Policies

Lewisham Core Strategy

Deptford has been identified as a key Regeneration and Growth Area in LB Lewisham's Core Strategy. The vision for Lewisham 2026 is for the Deptford and New Cross area to have improved connected street networks, particularly walking and cycling links. By delivering a new route and public realm improvements in the neighbourhood, the project will enable connections to the rest of the borough and London, while taking full advantage of its proximity to the River Thames and local waterways.

Lewisham Local Implementation Plan (LIP)

The project contributes to Lewisham's LIP strategy objective of improving connectivity through the Surrey Canal Area and Deptford/New Cross by improving and creating new walking and cycling routes as well as raising the quality of the pedestrian environment.

Lewisham Air Quality Action Plan (2016-2021)

The Canal Approach route will help fulfil Lewisham's Air Quality Action Plan by providing a clean alternative to using motor vehicles, encouraging more cycling and walking journeys. Complementary public realm improvements at strategic locations will also reduce the dominance of motor traffic, reducing emissions and exposure to air pollution.

Lewisham Local Development Framework

The Deptford Parks LN proposal complements Lewisham’s Local Development Framework by increasing connectivity, allowing the area to build on its rich art and educational establishments (Goldsmiths College University of London, Trinity Laban and the Albany Theatre) and promoting the already flourishing creative businesses in the local area.

Lewisham Cycle Strategy (in consultation, 2017)

The project will help achieve Lewisham’s targets for cycling identified in the draft 2017 Lewisham Cycle Strategy of doubling the number of cycling journeys; increase the proportion of employed residents cycling to work to 10%; halve the casualty rate of cyclists; and increase the number of children cycling to school by 50%.

North Lewisham Links strategy (2012)

The project complements the wider North Lewisham Links strategy, which aims to improve walking and cycling routes across Deptford and New Cross in order to encourage residents to live more active lives and make better use of local amenities and public transport.

(d) Objectives and Benefits

Table 2- Meeting key objectives

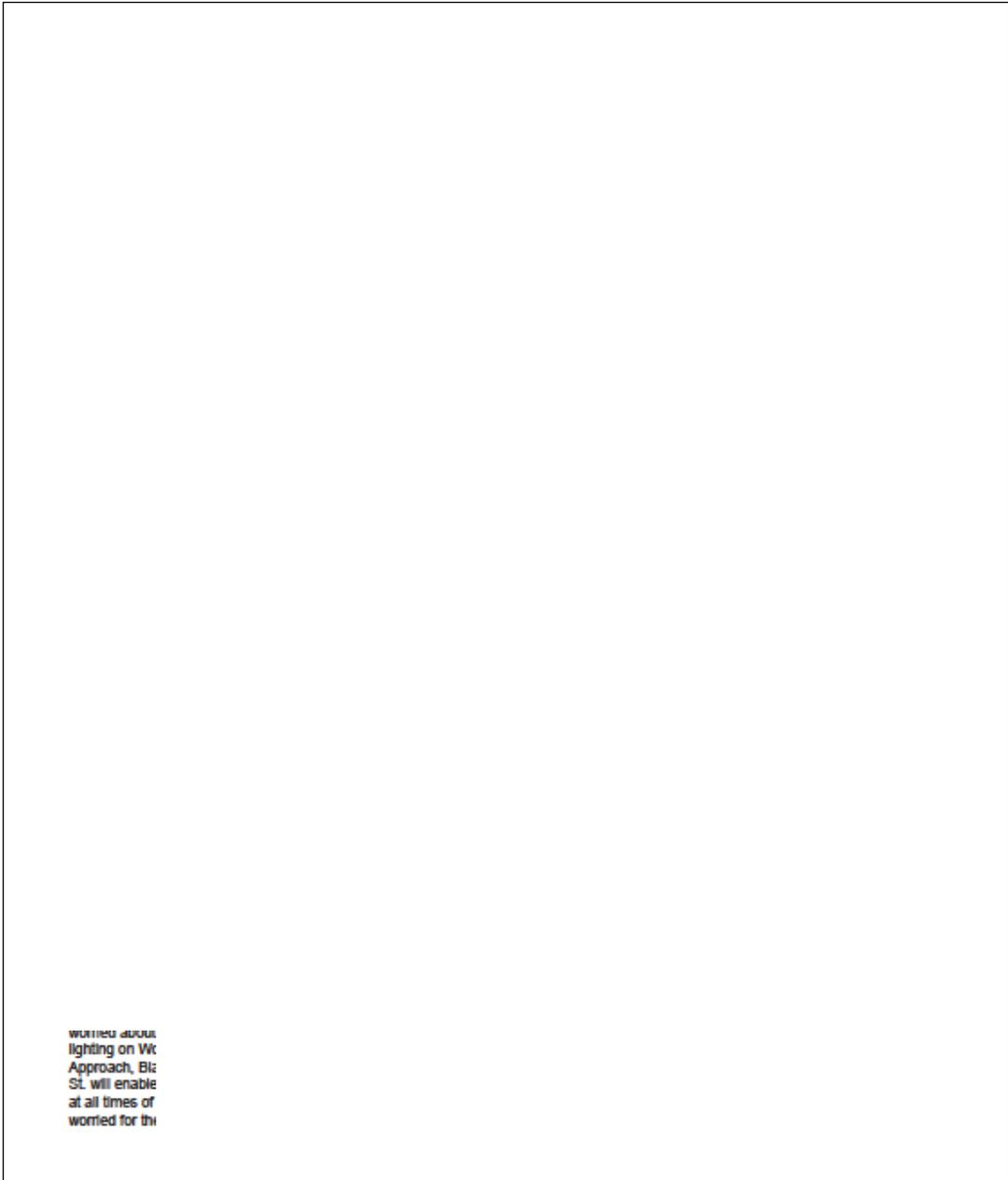
Priority	Outcome		Liveable Neighbourhoods Objective	Measures in this scheme to achieve expected benefits
Healthy Streets and healthy people	Active	London’s streets will be healthy and more Londoners will travel actively	Increase the number of trips made by walking, cycling and public transport (especially bus).	<ul style="list-style-type: none"> - Copenhagen Crossing programme - New/upgraded crossings for walkers and cyclists to access transport destinations and local utilities
			Reduce barriers to walking, cycling and accessing public transport.	<ul style="list-style-type: none"> - Overcoming existing severance on Evelyn Street (restoring public access to Canal Approach & under Blackhorse Bridge), railway line (reopening railway arches at Folkestone Gardens to access Canal Approach) and Rolt Street (safe crossing provision)

	Safe	London's streets will be safe and secure	Reduce road danger, fear of road danger and the number of Killed or Seriously Injured casualties (KSIs)	<ul style="list-style-type: none"> - Provide traffic-free alternative to Grinstead Road/Evelyn Street Junction (15 casualties in 36 month period to December 2016) by restoring public access to Canal Approach and under Blackhorse Bridge - Prioritise pedestrians at main/side road junctions via Copenhagen Crossings and upgrading existing crossings on Sanford Street, Rolt Street and Grinstead Road
			Improve personal security and reduce the fear of crime for the traveling public.	<ul style="list-style-type: none"> - Introduce enhanced lighting and improved sight lines on Canal Approach, Blackhorse Bridge and Woodpecker Walk - Remove and replace tall and mature shrub planting to improve visibility and natural surveillance on Woodpecker Walk
	Efficient	London's streets will be used more efficiently and have less traffic on them	Reduce motor traffic dominance and increase the active use of streets and public spaces.	<ul style="list-style-type: none"> - Close Scawen Road to through traffic whilst providing a pocket park outside Francis Drake School - Implement one way system on Rolt Street to reduce traffic dominance and create extra public space
			Reduce the proportion of local trips made by private car.	<ul style="list-style-type: none"> - Provide a largely traffic-free, direct, attractive and safe route to the Thames, Depford High Street, New Cross, Milwall FC, and transport links from residential areas by re-opening Canal Approach/under Blackhorse Bridge/railway arches and upgrading crossings and footways
	Green	London's streets will be clean and green	Improve the quality of the public realm including its sustainability and resilience	<ul style="list-style-type: none"> - Provide increased seating on Rolt Street/Folkestone Gardens/Canal Approach - Increased greening on Canal Approach/Folkestone Gardens, Scawen Road Pocket Park/ (<i>Appendix 4e</i>) - New public space through reducing carriageway width (<i>Appendix 4e</i>) (Rolt Street) and Scawen Road Pocket Park

3.2 Opportunity

The proposed interventions will deliver improvements on all ten Healthy Streets indicators (see Figure 1), discouraging unnecessary car trips in favour of increased walking and cycling, and public transport use. The Rolt Street design was shortlisted for the Healthy Streets Awards 2017. Existing community support for the proposals is also an opportunity to drive change and introducing measures that will be used by all.

*Figure 1: Examples of how the Deptford Park Liveable Neighbourhood (DPLN) will deliver improvements on all 10 Healthy Streets indicators.
Source: Lucy Saunders*



3.3 Existing Situation

Severance and community cohesion

The Deptford Parks neighbourhood suffers from a north/south severance issue as Evelyn Street (A200), a hazardous trunk road with high traffic volumes, speeds, accidents and air pollution levels, cuts the area into two. The Evelyn Street/Grinstead Road junction was identified as the third most dangerous junction in the UK in 2015.

Due to this severance, even within this relatively small area local communities are segregated and the neighbourhood has low levels of social cohesion.

Rat-running

The area also suffers from rat-running on certain residential roads, including those with schools, making streets dangerous and uninviting for people. This means people rely on cars to get around the area, even for short journeys which could be easily walked or cycled, exacerbating the problem.

Health and air quality

The Deptford/New Cross area is one of the most deprived in the borough, with particular health inequalities when compared with other parts of Lewisham. Schools in the area experience high levels of air pollution; Deptford Park Primary School has been included in the GLA's 50 'air quality audits' for primary schools in the worst polluted areas in London. The school is located on Evelyn Street, which is travelled by more than 23,000 vehicles per day. Air pollution exceeds legal limits at both Deptford Park Primary and Deptford Green Secondary schools, and as children are particularly vulnerable to pollution, action is needed to help protect them from toxic air. In addition, more than one in three children in the Evelyn ward live in poverty, and there are high rates of childhood obesity (12.9% and 14.9% in the Evelyn and New Cross wards respectively, compared to 9% in England), especially for children from disadvantaged backgrounds. For both wards, the A&E attendances for children aged 0-4 is significantly higher than in the rest of England.

Where we want to be:

The DPLN will remove barriers to walking and cycling and accessing public transport through interventions that reflect local needs. The severance created by Evelyn Street and Railway lines will be removed by the creation of a traffic-free alternative route, increasing road safety.

LB Lewisham and Sustrans have worked closely with residents and community groups to understand their concerns with the current situation. The Rolt Street scheme has been co-designed with the local community through an intensive participatory design process which saw residents and businesses getting involved in re-shaping the function and character of the street.

More cycling and walking journeys, combined with reduction in motor traffic dominance resulting from the project will help improve air quality and reduce health inequalities. Walking and cycling desire lines in the neighbourhood have been analysed and will be reflected through interventions providing healthy routes to schools including Deptford Park Primary School, Sir Francis Drake Primary School and Deptford Green Secondary.

3.3 Potential Scope

Core elements

1. Restore public access to under Blackhorse Bridge and Canal Approach

LB Lewisham recognises that by providing a safe, traffic-free route under Evelyn Street it will radically increase the amount of everyday journeys made by foot or bike from north to south Deptford to access schools, shops and other transport links. The parallel alternative route, Grinstead Road, has high speeds (85th percentile speed of 33mph), bad air quality and significant HGV flows (600 p/day), which goes some way to explain why the junction with Evelyn Street is the third most dangerous in the country for cycling (15 casualties in 36 month period to December 2016)

2. Rolt Street/Folkestone Gardens crossing/traffic reduction scheme

Folkestone Gardens is the centre point of the Evelyn ward of Lewisham as a place of leisure, but also as a key strategic transport hub linking New Cross, Millwall Football Club, Deptford High St, the River Thames (and the proposed crossing), and the new developments. Rolt Street is in need of a safe crossing and traffic reduction measures to make the environment safer for walkers and cyclists, to enable more local and leisure trips in and around Folkestone Gardens.

3. Scawen Road Packet Park/point closure scheme

Scawen Road currently suffers from rat-running traffic and high air pollution levels. There is a significant lack of crossings for local residents and school children on Grinstead Road. The pocket park will eradicate the issues of rat-running traffic whilst improving air quality in the area too. The proposed crossing over Grinstead Road will provide a safe journey for pupils from Francis Drake School as well as walkers and cyclists travelling to local amenities in the area.

4. Copenhagen Crossing programme

Following the successful implementation of continuous footways on Deptford High Street as part of the Major Schemes programme, LB Lewisham is committed to rolling out more across Deptford to prioritise and encourage more walking trips as part of the borough's 2017 Transport Strategy. The Copenhagen crossings have been proposed in locations which coincide with pedestrian desire lines to schools, local shops, bus stops and local green spaces.

Desirable elements

1. Woodpecker Walk upgrade

Woodpecker Walk is a critical strategic walking and cycling link connecting New Cross and south east London with the river Thames, as well as facilitating local journeys – most importantly Deptford Green School and residential areas. The shared use path is in poor condition requiring surface upgrade and enhanced lighting.

2. Sanford St crossing upgrade

Accessing Woodpecker Walk from the southern end requires crossing Sanford Street which currently has a toucan crossing in place. However, the crossing is confusing, cluttered and in a bad state of repair. Widening and upgrading the space will make the area more attractive and appealing as a route to walk and cycle.

Out of scope

Neptune Wharf development section (south) of Canal Approach and railway arches – Galliard Homes, as part of their programme of works, are upgrading the southern section of Canal Approach as well as restoring access through the railway arches which will enable access to/from Folkestone Gardens

Northern side of Blackhorse Bridge (Lendlease) – Lendlease are delivering a shared space area adjacent to the new retail and food units which cyclists and walkers will travel past to get to/from the Blackhorse Bridge underpass which links with the recently completed [Surrey Canal Linear Park](#).

3.4 Constraints and Dependencies

Constraints:

Woodpecker Walk

- Due to the planned Bakerloo Line extension to Lewisham via New Cross, Woodpecker Walk is subject to further works as part of the area masterplan meaning interim measures only will be acceptable as part of this programme of works.

Dependencies:

Thames Water

- To implement the reopening of under Blackhorse Bridge works are required on Thames Water (TW) owned pipes to ensure sufficient clearance is realised for walkers and cyclists. This will be facilitated by lowering the pipes by 4.6m down to underneath the surface level. A site visit with a TW representative is taking place in late November 2017 to discuss the works and the programme/costs for delivery. LB Lewisham will manage TW by including them as a primary stakeholder in the DPLN stakeholder group. It is not expected that TW will fund these works.

Lendlease

- The northern side of Blackhorse Bridge is in a Lendlease residential development area which is currently in construction. Space to allow for pedestrians and cyclists to access/exit underneath Blackhorse Bridge has been kept free in Lendlease's outline design plan. The developer supports restoring public access to Blackhorse Bridge provided they are part of the primary stakeholder group and have input into the design process to promote a sufficient level of aesthetic synergy.

Galliard Homes

- Galliard Homes are delivering 199 new homes as part of the Neptune Wharf development at the southern end of Canal Approach. Canal Approach runs through the back of their development and the developer will be resurfacing and upgrading the public right of way as part of their work programme. However, support is still required for reopening Canal Approach at the northern end and Blackhorse Bridge as significantly more people will be using the path when the aforementioned interventions are implemented.

4. Economic Case

The DPLN schemes represent strong value for money as the interventions proposed will unlock approximately **3,300** new walking and cycling trips for a relatively low investment. The schemes will deliver these new trips by focusing on walking and cycling permeability and providing enhanced walking routes along commonly used desire lines. These enhancements will entice and sustain new local trips by foot or by bike to destinations that people need to get to on a day-to-day basis as well as for trips in and out of Deptford.

1) Restoring public access to underneath Blackhorse Bridge and Canal Approach

Benefits

- Overcoming major severance on A200 (Evelyn Street – 96 casualties over 36 month period along the length of Evelyn Street within the project area, to December 2016) with adjacent junction with Grinstead Road among the most dangerous in the country for cycling (15 casualties in 36 month period to December 2016)
- Creating a traffic free green corridor for residents living either side of the A200 where people can sit, relax and travel to local amenities
- Catering for huge population increase with an influx of 10,000 new residents projected over next 10 years (Timberyard Deptford - 1,500 new homes, Convoys Wharf - 3,500 new homes and Neptune Wharf - 199 new homes)
- Making the River Thames accessible and inviting as a leisure destination for residents living in the deprived area south of the A200
- Providing a vital strategic link for walkers and cyclists travelling to/from Deptford High Street/New Cross, the proposed Thames Crossing in Rotherhithe, Proposed Surrey Canal Overground Station and the Bakerloo Line extension in New Cross (see masterplan)
- Cycle parking

2) Scawen Road Pocket Park/Copenhagen Crossing programme

Benefits

- Closes off Scawen Road to motor vehicles outside Francis Drake School to reduce rat-running traffic avoiding the A200

- Provides a vital crossing over Grinstead Road for residents living around Deptford Park travelling to and from Deptford High Street, New Cross, local schools and the River Thames
- Creates a new public space for people to sit, relax and socialise
- Tackles poor air quality levels around the Francis Drake School
- Provides continuous pedestrian routes over side roads for people travelling from their homes to local amenities
- Cycle parking

3) Rolt Street crossing/traffic reduction scheme (concept design complete through community engagement co-design work package)

Investment

Benefits

- Overcomes severance on Rolt Street by providing a safe crossing for walkers and cyclists between Woodpecker Walk and Folkestone Gardens which will become popular north/south route for school children travelling from the new developments north of the A200 (see Appendix 4c)
- Reduces traffic flows by 15,000 PCUs p/week by introducing a one way west-bound system.
- Creates a world-class public space for people to use by creating a 5m wide path with places to sit, community led greening provision as well as ensuring Folkestone Gardens is a destination rather than a cut-through.
- New cycle parking

4) Woodpecker Walk (Milton Court Estate) upgrades:

Benefits

- Public realm improvements to upgrade Woodpecker Road to create a pedestrian 'street' as an extension of the footpath/cycleway through Fordham Park.
- Improved lighting with areas of feature lighting to create places of interest along the route

- Remove and replace tall and mature shrub planting to improve visibility and natural surveillance
- Remove raised brick planters, obstructions and clutter where possible and in particular adjacent to shops and Woodpecker Centre
- Reconfiguration of 'street' to provide straight alignment with improved sight lines/ natural surveillance

4.1 Explanation of Costs,

Table 3 Costs

Financial Impact (Outturn £k)	2018/19	2019/20	2020/21	2021/22	2022/23	TOTAL
Project Management & fees	£77k	£118k	£118k	£77k		£390k
Feasibility Design	£70k					£70k
Concept Design	£40k					£40k
Detailed Design	£40k	£100k	£26k			£166k
Sub total – Design & Fees (15%)	£227k	£218k	£144k	£77k		<u>£666k</u>
Construction		£125k	£533k	£125k		£783k
Other: - Utility Costs (including Thames Water pipe works)			£500k			£500k
Other– 3 rd party e.g. Traffic signals,						
Other - e.g. Traffic Orders, CPO	-	-	-	-	-	
Behaviour change Initiatives			£20k	£20k	£10k	£50k
Sub total – Implementation		£125k	£1053k	£145k	£10k	<u>£1,333k</u>
Monitoring – data collection 'before data'	£10k					
Monitoring – data collection 'after' data Year 1		£8k				
Monitoring – data collection 'after' data Year 2			£8k			
Monitoring – data collection 'after' data Year 3				£7k	£5k	

Sub Total – Monitoring (2%)	£10k	£8k	£8k	£7k	£5k	<u>£38k</u>
Estimated Base cost						£2,037k
Contingency (40%)						£815k
Estimated Final Cost	-	-	-	-	-	£2,852k

4.2 Cost assumptions

- Scheme costs are based on assumptions from previous infrastructure projects using LB Lewisham’s standard rates but may vary pending further surveys and analysis
- A £500k scheme cost allowance has been put aside for utility costs on the assumption Thames Water request payment for carrying out works to lower existing water pipes underneath Blackhorse Bridge
- Galliard Homes to fund the western section upgrade of Canal Approach as part of the Neptune Wharf development to connect Folkestone
- Further negotiation required with Lendlease to secure partial funding for Blackhorse Bridge works as restoring public access will benefit transport links to and from their residential development

4.3 Benefits expected from the scheme

Benefits	Dis-benefits
The scheme will improve community integration by connecting segregated communities which will tackle problems of isolation amongst pensioners which in the Evelyn Ward is higher than in England	Reopening the Canal Approach and Blackhorse Bridge could create a new space for anti-social behaviour if not appropriately designed
The scheme is expected to reduce Childhood obesity – currently schoolchildren within Evelyn Ward, in both Reception and Year 6, are significantly more at risk of obesity when compared to the average for England (Reception - 12.9% in Evelyn Ward, 9.3% England average, Year 6 - 27.5% in Evelyn Ward, 19.3% England average)	

The scheme will connect more people to jobs - Income Deprivation, Child Poverty and Older People in Deprivation is significantly higher in Evelyn than England (using Indices of Multiple Deprivation)	
The scheme will reduce collision KSIs for both cyclists and pedestrians through the provision of a high quality segregated and off-highway facility. This opportunity is all the more salient given 80% of all KSIs involve vulnerable road users.	
The scheme will provide a strategically important, traffic free, walking and cycling route between New Cross, the proposed flagship Thames Bridge scheme at Rotherhithe and on to Canary Wharf	
The scheme will provide a journey for pedestrians and cyclists that is away from major roads, which will reduce exposure to poor air quality. The scheme will also result in a modal shift away from private cars, which will result in wider air quality improvements	
This scheme will connect areas that are seeing significant housing growth and development with jobs, town centres, education opportunities and wider connections to the city.	
With transport poverty becoming an increasing issue, areas of low-income housing development will benefit from a key strategic walking and cycling route that provides a low cost alternative for everyday journeys.	
This scheme is an opportunity to apply the Healthy Street approach across a walking and cycling route, which will benefit the wider neighbourhood, including local schools and parks. This will create a swathe of attractive, accessible and people-friendly streets. It is an exciting opportunity to test the Healthy Street indicators across a range of settings and contexts	
This scheme presents the opportunity for social integration by connecting an established and diverse community group, with a large, strategic transport project. Bringing the community to the forefront of decision making and civic participation to create an example of an 'Inclusive Neighbourhood'.	

- **Monetised Benefits**

(To be carried out in feasibility stage once footfall/traffic surveys are commissioned)

- **Quantified (But Not Monetised) Benefits**

(To be carried out in feasibility stage once footfall/traffic surveys are commissioned)

4.4 Risk

Table 4 Summary of Risks

Risk	Likelihood	Impact
<p>Utility consents and permissions –Thames Water pipes are currently located under Blackhorse Bridge. To create sufficient head clearance for walkers and cyclists the pipes need to be lowered to underneath the ground surface (preferred choice), OR excavation works be carried out to create enough head clearance between the existing pipe elevation and ground level. Liaison with Thames Water is required to understand the financial and programme implications for such interventions</p>	A	A
<p>Blackhorse Bridge structural integrity – the bridge was built in the 19^h century to carry traffic over the former Grand Surrey Canal and its condition is unclear. However, LB Lewisham have responsibility for making sure the bridge is of sufficient structural integrity as it is part of the Strategic Road Network. A structural survey will be carried out as part of the feasibility work</p>	G	R
<p>Community support – although there has been extensive community engagement across the schemes with positive outcome there is still a risk of local opposition once community engagement and stakeholder liaison work expands as part of the feasibility study</p>	G	A
<p>Lendlease/Galliard Homes support – support from both developers is required as the Canal Approach/Blackhorse Bridge scheme will affect both sites</p>	G	A

6. Management Case

6.1. Project Milestones and Timescales

Table 6 Project Milestones

Milestone	Start date	End date	Duration (months)	Comments where applicable
<i>Feasibility Design</i>	08/01/2018	15/06/2018	6	Concept designs included as part of feasibility study
<i>Concept design</i>	01/03/2018	15/06/2018	3	Excluding Rolt Street concept design which is already complete
<i>Detailed Design</i>	01/08/2018	01/03/2021	7	
<i>Construction</i>	01/04/2019	01/06/2021	11	Rolt Street and Canal Approach construction start - Jan 2020
<i>Project Completion</i>	01/06/2021	31/08/2021	0	
<i>Post Implementation Monitoring</i>	01/07/2020	01/07/2022	24	To be carried out in July 2020/21/22 following project completion

7. Measures of Success / Benefit Realisation

Table 7

Liveable Neighbourhood Objective	Measure of success	Measure/ Baseline / Expected Value
1. Promoting more people in schools to walk, cycle and use public transport	25% increase in amount of school pupils engaged carrying out 20 minutes or more of active travel per/day	Baseline measure: 70% pupils carry out 20 minutes or more active travel per day <i>Source LB Lewisham Hands Up Survey</i> Expected value: 95% of pupils carry out 20 minutes or more active travel per day
2. Increase the number of trips made by walking, cycling and public transport	11% modal shift to sustainable means of transport in the Deptford Parks Liveable Neighborhood area	Baseline measure: 81% - 16,000 people <i>Source - Evelyn Ward, Lewisham Transport Study; The Wharves, Deptford, travel plan</i>

		Expected value: 92%
3. Reducing barriers to walking, cycling and using public transport	25% of all potential cyclable and walkable trips to be made by foot and bike in the Deptford Parks Neighbourhood project area	Baseline measure: Approx. 1,100 current cycling and walking trips in north Deptford/day (18,000 potential walking and cycling trips) <i>Source 2017 Lewisham, Cycling Strategy</i> Expected value: 4,500 journeys made by foot or bike In the North Deptford area per day
4. Creating safer neighbourhoods for people to travel to and from	25% reduction in crime figures	<u>Awaiting internal information from Police</u>
5. Reduce road danger, fear of road danger, and the number of KSIs	50% reduction in all road casualties by 2024	Baseline measure 49.6 slight/serious road casualties per/year average over 3 years period December 2016 Expected Value 10 slight/serious walking and cycling casualties per/year average by 2024
6. Reducing pollution to create more attractive neighbourhoods for people	Reduce Air Quality levels (particulate matter) to 24-hour WHO standards for the DPLN area	Baseline measure 40 µg m ⁻³ <i>Source - Citizen Sense</i> Expected Value 25 µg m ⁻³
7. Improve the quality and resilience of public realm	Significant improvements in all 10 Healthy Street indicators	Baseline measure Healthy Street check to be carried out in feasibility phase Expected Value Healthy Street check to be carried out after project implementation

8. Political Support

- Site visit held with GLA member Len Duvall – May 2017
- Site visit held with MP for Lewisham Deptford Vicky Foxcroft (accommpanying letter of support attached) - September 2017
- Site visit held with LB Lewisham Cycling Programme Manager (accommpanying letter of support attached) - June 2017
- Internal project approval from Lewisham Mayor, Deputy Mayor and Director of Health

9. Engagement

The Deptford Parks Liveable Neighbourhood Bid already has considerable local and external support due to significant engagement work being carried out by Deptford Folk, Sustrans and LB Lewisham in throughout 2017:

Stakeholders

- Stakeholder Group - LB Lewisham and local community group **Deptford Folk (DF)** have set up the Deptford Parks LN Stakeholder Group to work together on delivering the vision for the project in close partnership with the **Ramblers, Sustrans, Lewisham Cyclists, LB Lewisham, Citizen Sense (Air Quality researchers)** and **Deptford Park Residents Association**.
- Developers - Meetings have been held with the relevant housing developers (**Lendlease, Shurgard** and **Galliard Homes**) who will all input into the bi-monthly stakeholder meetings to ensure communication and support is sustained.
- Schools and the local community – Prior to this bid LB Lewisham, DF and Sustrans carried out an intensive engagement work package from February to April 2017 with the aim of re-imagining the area around Folkestone Gardens by reducing traffic flows/speeds, creating new public space for people to relax, better crossings and greening improvements. 350 residents took part in the process, including Francis Drake School pupils, to help formulate the final concept design which was trialled for one day in April 2017 and was resultantly shortlisted for the Healthy Street Proposal of the Year category at the 2017 Healthy Streets Awards.
- Resident's Groups - Deptford Park Resident's Association and Deptford Folk have proactively engaged with local residents and Francis Drake School for the Deptford Parks LN bid to gather support for implementing a road closure and a Pocket Park on Scawen Road. A letter drop survey was distributed to Scawen Road residents and the adjoining Streets, 32 people responded to the survey; 21 (65.7%) are in favour of the pocket park, 11 (34.3%) opposed to it.

- Local community groups - The Deptford Parks LN project will create partnerships with a collection of charities and organisations that promote economic growth such as Goldsmiths University, Voluntary Action Lewisham, Toucan Employment and Lewisham Refugee and Migrant Network to ensure the local community are in a good position to take advantage of the improving local economy.
- Transport for London - Road Space Management department (CS4) – In order for Canal Approach to best connect with the wider cycling network the borough will liaise with TfL to look at exploring a link between Canal Approach and CS4 which is currently being consulted on. The borough will write a response to the consultation to raise this issue.

The community engagement element of the feasibility study will allow a platform for these groups and resident’s associations to be further engaged to ensure the proposals are providing positive contributions to all people living in the local area whilst leaving a lasting legacy of sustainable growth with the community at the forefront of decision making.

10. Other Information

Table 7

Any other initiatives TfL, GLA, or other that are likely to be active in the area of the project:	<p>Cycle Superhighway 4– Canal Approach will connect with Cycle Superhighway 4 (consultaiton live), design amendments required to incorporate access of and on CS4 to Canal Approach</p> <p>Quietway 1 – Greenwich to Waterloo via Folkestone Gardens (Partnership with TfL, Sustrans, Leiwsham and Greenwic – first QW to be delivered)</p> <p>Proposed Surrey Canal Overgorund Station and Bakerloo ine Extension to Lewisham via New Cross (delivery TBC)</p> <p>Proposed Thames Bridge from Rotherhithe to Canary Wharf (expected delivery 2022/23)</p> <p>Deptford High Street Regeneration Major Schemes Project – in constructon</p>
Is the scheme on or does it affects the Strategic Road Network (SRN) or the Transport for London Road Network (TLRN)	N/A
Does the scheme impact TfL services, infrastructure or assets:	N/A
<i>Identify any 3rd party statutory approvals are required</i>	N/A

Appendix 1 – Road Safety Statement

Scheme name: Deptford Parks Liveable Neighbourhood

Collision data.

The latest 36 months data to 31st December 2016 shows that there have been a total of 131 **collisions** within and on the boundary of the proposed Liveable Neighbourhood. These collisions involved the following:

Table 1

12 month period	All	KSI	Peds	Pedal cycles	P2W	Right turn	Dark	Wet
01/01/2014 - 31/12/2014	50	3	9	19	9	15	8	13
01/01/2015 - 31/12/2015	39	3	10	9	9	14	9	4
01/01/2016 - 31/12/2016	42	5	13	16	9	11	9	4
Total*	131	11	32	44	27	40	26	21

* Note: There will be double counting of collisions if for instance a pedestrian was involved in a collision with a pedal cyclist.

Road Safety Statement for bid

There have been 131 collisions in the neighbourhood in the last 3 years, the majority of which have been slight, with no fatal collisions. The majority of these are concentrated along key roads through the area – in particular Evelyn Street, which has a high number of collisions involving cycles in particular. This indicates that this road is a key barrier to walking and cycling in the area, separating the neighbourhoods either side and preventing people from travelling from one side to the other.

TfL have recognised the issue of these collisions and the strategic significance of Evelyn Street so have earmarked it for the new Cycle Superhighway route 4. Consequently a treatment for this linear corridor has not been included in these plans. However, the

severance is something that Sustrans wishes to address through this proposal by providing new, attractive links across the road to make walking and cycling across the neighbourhood easier and safer. The collisions along Trundley's Road also highlight the issue of this being an unwelcoming street to walk and cycle along.

Wider improvements to the public realm including planting, parklets and traffic calming should help to slow vehicles and provide a more welcoming space for all users to travel through. The closure of Scawen Road to motor vehicles outside Francis Drake school will reduce rat-running traffic avoiding the A200, and minimise collisions. Restoring public access beneath Blackhorse Bridge and to Canal Approach will overcome major severance on Evelyn Street, the major source of collisions in the area.

Increased pedestrian traffic will be accommodated safely through the provision of safe crossings and quiet, safer routes, including those at Woodpecker Walk and Folkstone Gardens.

Collision Plot

See accompanying document: Appendix 1b - DPLN Collision Plot

Appendix 2 - Crime and Security Statement

Notes for completing this section

An awareness of current crime reduction philosophies, including Crime Prevention Through Environment Design (CPTED), is required for persons completing this statement. In order to ensure these principles are embedded in the design from the outset, please contact the [REDACTED].

- 1. The Statement should be produced after this conversation has occurred and submitted with the Liveable Neighbourhoods funding application*
- 2. The area being considered should accord with the area identified in the Liveable Neighbourhood bid. A plan showing the boundary of the area described in the Statement can be provided.*

Scheme name: Deptford Parks Liveable Neighbourhood

Crime and Security Statement

Crime and disorder in the Evelyn Ward area of Lewisham is higher than the national average for theft/robberies but has seen a moderate decline in the past three years up to September 2016. The following areas in the DPLN area have seen significant acts of theft/robbery/violence/anti-social behaviour recorded over a three year period from police records and GIS data heat maps (see Appendix 4g):

- 1) Woodpecker Walk (higher than national average for recorded thefts/robberies in three year period)
- 2) Fordham Park
- 3) Grinstead Road
- 4) Kezia Street
- 5) Rolt Street
- 6) Etta Street

For the type of crimes existing in the DPLN design serious consideration is required for lighting for the following reasons:

- 1) Well designed public lighting increases the opportunity for surveillance at night and sends out positive messages about the arrangement of the area
- 2) Well lit spaces are crucial in reducing fear of crime and making places more liveable
- 3) We recommend that lighting complements existing CCTV in the area. The lighting scheme should ensure the distribution of light is spread evenly, with uniformity, avoiding pools and light variations
- 4) White light is the desired option as this can improve colour rendering qualities and can have a positive impact on users by reducing feelings of insecurity
- 5) Luminaries should be placed at an adequate distance to reduce vandalism

Due consideration needs to be paid to the implementation of cycle parking in the area:

- 1) Suitable crime prevention advice in and around the parking facilities should be deployed. Any advice should clearly demonstrate the optimum locking practice and guidance on tubular locks
- 2) A lack of investment in parking facilities will result in incidents of fly parking
- 3) Cycle facilities should be located in areas with good opportunities for natural surveillance. Positioning these facilities in view of existing CCTV cameras would be advisable
- 4) All facilities should be located in areas where good quality lighting is available. This will not only encourage cyclists to utilise the site but also deter potential offenders

In addition it is advised that maintenance and management plans are formulated for all new public spaces such as Foketosne Gardens/Rolt Street, Woodpecker Walk, Scawen Road Pocket Park and Canal Approach/Blackhorse Bridge.

Appendix 3 - Submission Checklist

<i>Use the following checklist to confirm that the required supporting documents have been provided as part of this bid</i>			
		Included (Y/N)	Comment
1.	Completed Liveable Neighbourhood Pro forma	Y	
2.	Healthy Street Check	N	To be carried out as part of feasibility study
3.	Plan showing location and boundaries of scheme	Y	Accompanying document, Appendix 4b
4.	Plans highlighting the proposed interventions	Y	Accompanying document, Appendix 4c
5.	Site audit	N	To be carried out as part of feasibility study
6.	Road danger reduction statement and collision plot	Y	Appendix 1 and accompanying document, Appendix 1b
7.	Crime reduction statement	Y	Appendix 2
8.	Statement of support from the Borough	Y	Accompanying document
9.	Summary of behaviour change initiatives	Y	Accompanying document

Appendix 4 – Supporting documents

- a) Deptford Park Liveable Neighbourhood Overview Plan (accompanying document)
- b) Location plans (accompanying document)
- c) Intervention plans (accompanying document)
- d) Visualisation of Rolt street crossing



e) Concept design of Folkestone Garden/Rolt Street public realm improvements

Rolt Street, Deptford

Community Street Design Proposal



The proposed design imagines Rolt Street as an extension of Folkestone Gardens providing a pleasant and safe place for people to walk, cycle, sit, stay and play. The scheme is completely inspired by local community design ideas and the historical significance of the area that surrounds it. The one-way boulevard allows cars to pass through from the Childers Street junction towards Trundleys Road with design speeds set to 5mph.



f) Resident Letter and feedback - Pocket Park on Scawen Road

Scawen Road Pocket Park - what do you think?

What's this all about?

For the past year the entrance to Scawen Road leading off Grinstead Road has been closed to accommodate the construction site office and site entrance for the Sir Francis Drake Primary School rebuild. The new school has been built and demolition of the old building is due to take place in the coming weeks.

Deptford Park Residents Association (DPRA) is gathering the views of people living close to Deptford Park to find out whether residents would like the road closure to become a

permanent arrangement. One option is the installation of a 'pocket park' in (part of) the area outside the school which is currently cordoned off by plastic bollards and occupied by the site office. A pocket park is a pedestrianised, public

mini-park. They include trees, shrubs, seating, raised beds, lighting etc.



What about funding?

Walking and cycling charity, Sustrans, are working with LB Lewisham and local park user group, DeptfordFolk, on a traffic calming proposal for Rolt

Street - the section of road beside Festa sul Prato in Folkestone Gardens. The community-led street design was recently shortlisted for Healthy Streets 'Proposal of the Year' Award. Sustrans also led on the Quiet Way 1 cycle route which opened up the path behind Millwall. They have a strong local track record.



If the Scawen Road pocket park proposal receives support from residents, Sustrans has offered to include it in their Section 106 funding bid for a feasibility study exploring local walking and cycling infrastructure options. The feasibility study will focus on walking and cycling connections between the Timberyard Wharf development on Evelyn Street and Neptune Wharf, the forthcoming development at the top of Grinstead Road. Section 106 money is paid to the local authority by property developers towards the costs of providing community and social infrastructure. Sustrans would also be able to support the design, planning and full funding application process for a pocket park. Further funding could potentially come from a number of sources; Section 106, Greater London Authority, TfL, cycling funds and other funds set aside for infrastructure projects.

What happens next?

The purpose of this informal survey is just to gauge the initial level of support for (or opposition to) the pocket park amongst local residents. The completion of the Sir Francis Drake School rebuild and Sustrans' forthcoming Section 106 bid for a local feasibility study means there is a window of opportunity to get this idea off the ground ***if it is something that local residents support***. DPRA will collate the views of residents and feedback to Sustrans. If taken forward, the design process would be community-led and any planning application would be subject to statutory local authority consultation.

At 800 units and 199 units respectively, the Timberyard Wharf and Neptune Wharf developments will have an impact on how people move around the Deptford Park area. A pocket park outside Sir Francis Drake School would need to be thoughtfully designed. It would have to enhance safety for school children, limit the loss of parking spaces, discourage loitering (particularly by the noisy Sunday night football crowd) and be non-skateable. These are all challenges that Sustrans has experience of mitigating during the pocket park design process. *The headteacher of Sir Francis Drake has expressed support in principle for a pocket park outside the school.*

Question: Would you like the entrance to Scawen Road (outside Sir Francis Drake School) to be closed and turned into a pocket park?

Please complete:

Name:	
House/flat number:	
Street: (please circle)	Scawen Road/Trundleys Road/Grinstead Road/Kezia Street/Crooke Road/Hicks Street
Postcode:	
Email:	

Please tick and comment below:

<input type="checkbox"/>	Yes - I would like the road closed and turned into a pocket park
<input type="checkbox"/>	Yes - but I have reservations about a pocket park
<input type="checkbox"/>	I'm not fussed either way
<input type="checkbox"/>	No - on balance, I don't really want the road closed
<input type="checkbox"/>	No - I do not want the road closed under any circumstances

Comments/ideas/suggestions:

Feedback from Scawen Road pocket park survey

- 32 people responded to the survey
- 21 (65.7%) in favour of the pocket park,
- 11 (34.3%) opposed to it.
- This includes the 8 people who responded by paper.
- 72% of respondents live on Scawen Road, the remainder on nearby streets

Highlight comments

“Think it great idea and stop the huge trucks that try to use Scawen Road instead of Trundleys Road. It will be safer for the school children too.”

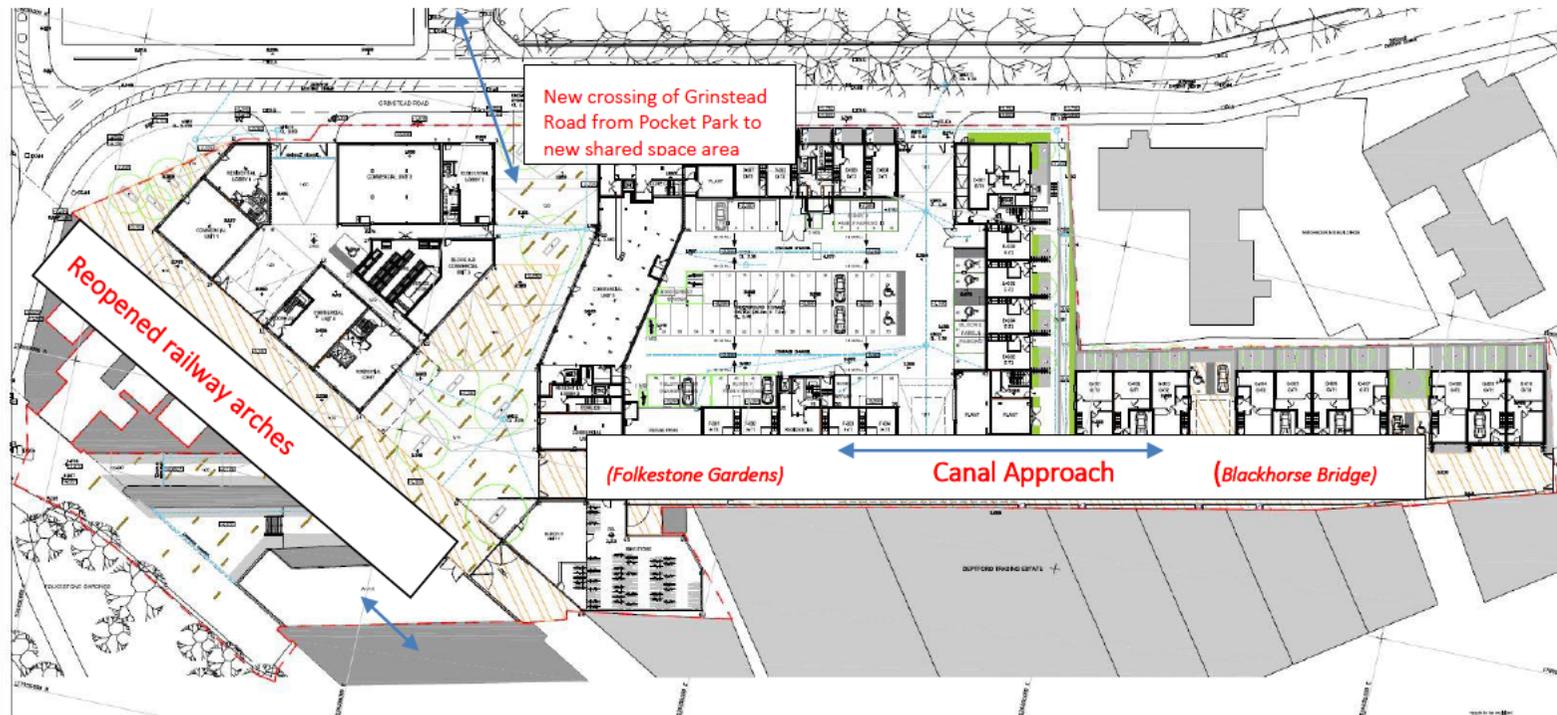
“I love the idea of extending the park and making it a much safer entrance to the school. Having the road closed has also calmed traffic and reduced lorries using Scawen Road as a shortcut.”

“I like the idea of closing off the end of Scawen rd, it has stopped the speeding traffic taking a shortcut from Evelyn st to Surrey canal rd and a pocket park makes sense. However my biggest concerns are the school traffic at drop off and pick up times clogging up the street and parking spaces for us residents. This currently happens that cars drive down and are stopped three or

four deep from the school and have to reverse out, there's ppl honking horns (which for night shift workers is not enjoyable) and causing agitation. Also the school teachers parking and taking up spaces. I often over winter had to carry my 2yr old son in the rain as I had to park 20,50 100m from our house. I'd like to see the parking be set aside as residents only or the school traffic regulated somehow.”

g) New development site plans

Neptune Wharf site plan (with DPLN proposals included)



Timberyard Deptford site plan (with DPLN proposals included)

