

<b>MAYOR &amp; CABINET</b>			
<b>Report Titles</b>	Deptford Anchor		
<b>Key Decision</b>	Yes		
<b>Ward</b>	New Cross		
<b>Contributors</b>	Executive Director for resources & Regeneration (SGM – Capital Programmes)		
<b>Class</b>	Part 1	Date	22 March 2017

## 1. Summary and Purpose:

- 1.1 This report seeks to update on the feasibility exercise into the return of the Deptford Anchor to the junction of Deptford High Street and New Cross Road. It recommends that anchor, which was removed from the said location in 2103 as part of the Outer London Fund (OLF) regeneration project for the high street, be returned and sets out the cost for doing so.

## 2. Policy Context:

- 2.1 The Council seeks to promote the physical and ecological regeneration of the Borough's parks and open spaces and to reduce crime and the fear of crime throughout the borough. The Council seeks to work in partnership with other agencies and stakeholders to achieve its objectives.
- 2.2 As well as meeting the Council's objectives the Outer London Funded (OLF) project and improvements to Deptford High Street met all objectives of the:
- Open Space Strategy
  - The Sustainable Communities Strategy
  - The Regeneration Strategy.
- 2.3 Improvements to Deptford High Street (south) in 2013 also complimented the on-going regeneration of Deptford Town Centre.

## 3. Recommendations:

The Mayor is recommended to:

- 3.1 note the feasibility study for the return of the Deptford Anchor to the junction of Deptford High Street and New Cross Road where it was removed in 2013 as part of the OLF funded high street regeneration programme and the financial and other implications set out in this report;
- 3.2 agree that the anchor is returned to its previous location at the junction of Deptford High Street and New Cross Road;

## 4. Background

- 4.1 The Deptford Anchor previously located at the junction of Deptford High Street and New Cross Road was installed at that location 1990 as part of high street improvement works. The anchor was not originally from Deptford but was brought from Chatham Historic Dockyard to identify with the areas nautical history with Deptford.
- 4.2 It was removed from the junction of Deptford High Street and New Cross Road as part of the OLF funded regeneration project for the high street. The removal was the outcome of attitude surveys undertaken as part of the OLF funding bid which highlighted concerns of safety of the high street particularly at night. It was felt, that the position of the anchor on a raised plinth at the southern end of the high street provided an opportunity for loitering, street drinking and anti-social behavior.
- 4.3 The OLF project resulted in the redesign of the junction with the anchor being designed out and new public realm created in its place. The new public realm is now designated market space which currently generates a modest income of approximately £6K a year.
- 4.4 On 11<sup>th</sup> January 2017, Mayor and Cabinet received a referral from the Chair of Business Panel calling for the return of the anchor to the location where it was removed from four years earlier.
- 4.5 The request was preceded by a meeting in November 2016 between the Deputy Mayor, local Councillors, a local community group and officers following a petition of approximately 3,300 people calling for the return of the anchor to its previous location.
- 4.6 At the meeting, officers were asked to look into the feasibility of returning the anchor to its previous location. The outcome of the feasibility report, prepared by Consultants BDP, is attached as appendix 1 of this report and is summarised below.

## **5. Feasibility Report Summary:**

- 5.1 The anchor is currently kept in storage at the Convoys Wharf site. A visual inspection of the anchor suggests it is in relatively good condition only showing some minor areas of rust.
- 5.2 The feasibility considered a number of locations, mainly junctions, along the high street where the anchor could be located if it were brought back. It assessed a number of factors such as vehicle turning requirements, pedestrian movement and market activity amongst others in determining the best location for the anchor.
- 5.3 The report, which includes an independent safety audit, concluded that the best location to install the anchor is its previous location at the junction of Deptford High Street and New Cross Road. It specifies a preferred safe location approximately 5metres from the building façade and road kerb using a specified base zone treatment which aims to reduce the incidence of sitting or loitering around the base of the anchor. It notes that this position with an appropriate base treatment, avoids all existing services,

cyclist and vehicle movements and does not impede pedestrian circulation. It also notes however that positioning the anchor at that location would limit aspiration for market kiosks to be located at the junction as originally envisaged in the OLF scheme. The likely implication of this is noted in the financial implications below.

- 5.4 The feasibility also notes a number of issues to be considered in placing the anchor at its former location. These are important in ensuring that the siting of the anchor accords with the redesign of that junction under the OLF funded high street works. Some of these include: pedestrian movement and desire lines from the shops and across the space; one way vehicle access onto New Cross Road (Deptford Broadway); retail spill out and circulation during market days; and allowance for future kiosks or event space.
- 5.5 In addition to assessing the options for return of the anchor, the feasibility report also provides some background and rationale for its removal and its current condition in storage. It also sets out further work required including consultation with the public and other stakeholders together with an indicative budget for the works to return the anchor.

## **6. Financial Implications**

- 6.1 The feasibility report into the return of the anchor provides an indicative cost of approximately £24k for the return of the anchor.
- 6.2 Given the level of interest the anchor has generated with a petition of approximately 3300 signatories, it is proposed to explore options such as 'crowd funding' as a means of funding or part-funding the cost of works to return the anchor. The remainder of the cost will be met through the capital programme.
- 6.3 As noted in 5.3 above, returning the anchor to its previous location as proposed, is likely to impact of the current market income of approximately £6k per annum generated from using the proposed site for market purposes.

## **7. Legal Implications**

- 7.1 In accordance with Section 115B(1)(b) of the Highways Act 1980, the highway authority has power to place objects or structures on, in or over such a highway, for the purpose of enhancing the amenity of the highway and its immediate surroundings. Section 115B(3) provides that without prejudice to the generality of this section, the amenity of a highway may be enhanced by providing lawns, trees, shrubs or flowers. Accordingly the placing of an anchor on the highway is covered, provided it enhances the appearance and use of the highway by the public.
- 7.2 The benefits of placing the anchor in the location proposed need to be weighed against the costs of relocation, the loss of the location for market

kiosks and the resulting loss of income to the Council. Other impacts should be mitigated by taking the measures set out in the feasibility report.

## **8. Equality Implications**

- 8.1 There are no direct equalities implications arising from this report. A decision to return the anchor will, however, require a detailed safety audit which will explore and address any implications the return of the anchor may have on for example, people with a visual impairment.

## **9. Environmental Implications:**

- 9.1 The OLF funded high street scheme aimed to create a shared use environment along the high street with improved surfaces, drainage, electrical items and traffic flow. Any proposed design for returning the anchor will seek to fully reintegrate the anchor to ensure minimal impact on the benefits of the OLF funded scheme.

## **10. Crime and Disorder Implications:**

- 10.1 One of the reasons cited for the removal of the anchor during the OLF funded 2013 scheme was concerns about safety and anti-social behavior taking place around the anchor. The final design for relocating the anchor will require engagement and consultation with relevant stakeholders including the police and community safety team to ensure the new base/plinth is designed in such a way as to discourage sitting/loitering.

## **Appendices:**

Appendix 1: Deptford Anchor Feasibility Study

For further information please contact Kplom Lotsu, SGM Capital Programmes Delivery on 020-8314-9283