

Deptford High Street

# **Deptford Anchor Feasibility Study**

**BDP.**

BDP90RPT001 R02  
February 2017



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## Revision Record

27/01/17	Draft Issue for Comment
06/02/17	R01 - Final Draft Issue
10/02/17	R02 - Final Issue

# 1.0 Introduction

Following considerable public demand, the London Borough of Lewisham has commissioned a feasibility study to be undertaken to explore whether the Anchor, formally located in Deptford High Street close to the junction with Deptford Broadway could be re-introduced back into the public realm.

This report looks at the current condition of the anchor, options for its location and suggested design adjustments to ensure its positioning suits the use, movement and appearance of the High Street.

A Safety Audit is contained in Appendix A of the health and safety implications of proposed recommendations.

## Background

Between 2012 and 2014, a number of improvements to the southern half of Deptford High Street and to Deptford Market were delivered. With the aim to attract more people to the town centre, the public realm was enhanced, new open space created, some of the street's historic shop fronts were improved and the arts and cultural activity in and around the High Street were promoted.

Further transformational public realm improvement scheme for the northern end of Deptford High Street are about to place, bringing significant physical improvements to the environment, aiding accessibility and road safety in the area for both pedestrians and cyclists. Future development sites in the local area are planned and it is anticipated that the High Street will receive a considerable increase in footfall, therefore the reduction of crime and fear of crime, reducing excessive vehicular dominance and making better use of space for social activity have also been primary aims.

The area is known for its street market (Wednesdays, Fridays and Saturdays) and varied independent food shops. The High street is widely recognised as one of the most vibrant in London and in 2015 was shortlisted for the Academy of Urbanism's 'Great Street Award'

*The Anchor was introduced to Deptford High St in 1990 when previous street works had been carried out. It was not originally from Deptford Docks but was brought from Chatham Historic Dockyard to identify with the areas nautical history of Deptford*



## High Street Improvement Scheme

In February 2010 Council officers together with Landscape Architects and Urban Designers from BDP undertook a series of consultation events with a market stall occupied over a number of days to gather as many people's views as possible. They talked to the public, shop owners and stall holders about the existing high street and how they thought it should be changed for the better. Attitude surveys were undertaken. This was followed by meetings with key stakeholders, councillors and officers including the Crime Prevention Team.



During design analysis and understanding the needs and requirements of the High Street and surrounding public realm, it was felt that the southern end of the High Street was one of three key spaces that would create some unity within the town centre, along with Giffin Square and Douglas Square.

With the market quieter in the southern end and not extending beyond Reginald Road on a Friday, opportunities were presented to provide a street design where the market could grow and extend further with the added benefit of a new public space for shared use and potential events/ special markets. The design created a shared space, allowing improved cyclist movement, the introduction of two new trees and the provision for future market expansion, including underground water and power supplies. Several other options were explored for the southern space including a permanent and mobile kiosk however this did not come to fruition for various reasons including the required but unlikely approval of adjacent shops to its location. The area is now designated to the markets team.



# 1.0 Introduction

## Antisocial behaviour and removal of the Anchor

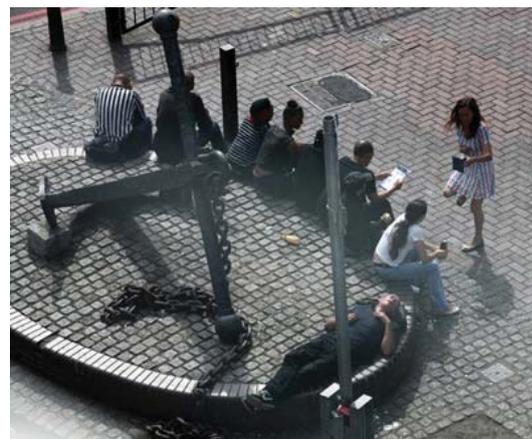
During the stakeholder engagement process, a reoccurring theme of concern became evident when the question of safety/ crime was discussed during consultation. It was apparent that street drinking and its associated problems together with an element of drug dealing caused users to report that the High Street felt unsafe. This problem was reiterated by the Crime Prevention Team who also provided the Police response to the matter.

Congregation around the Anchor, located adjacent to an Off License and use of the plinth on which it stood for loitering and sleeping by street drinkers was causing particular issues for the street with perpetrators drinking, fighting, swearing and causing issues both during the daytime and late into the evening.

It was considered that the Anchor and behaviours occurring around it obstructed views into the High St and provided a negative view of the street as a place to visit. As a result the Anchor was removed from the design and special arrangements were made to temporarily store it at Convoys Wharf with an understanding that the Council could take possession of it again for a new location at any time. A survey took place after the Anchors removal asking stakeholders if they would like to see the Anchor retained in Deptford or returned to Chatham Historic Dockyard. Surveys obtained provided a strong desire for the Anchor to be found a new home in the local area.

## Reasons for Exploring the Anchor's Return

Despite the best intentions behind the removal of the Anchor, ever since there have been periods of activity with certain groups who resented its removal and wish to see the Anchor returned. To some stakeholders the Anchor was perceived as a piece of Deptford art and there have been a number of campaigns for its return. Most recently a survey of 3,300 people was presented to the Council and a meeting was undertaken between officers, Councillors and the Deptford Society who requested that the Council explore the return of the Anchor to the same location but potentially without a plinth which they consider to be the main catalyst for street crime issues.



C Ben Graville



## 2.0 Current Condition

The anchor is currently in storage at Convoys Wharf. A site inspection was carried out by BDP on 10 January 2017.

Generally in good condition for its age and almost 25 years in the public domain, it does require some attention as summarised here:

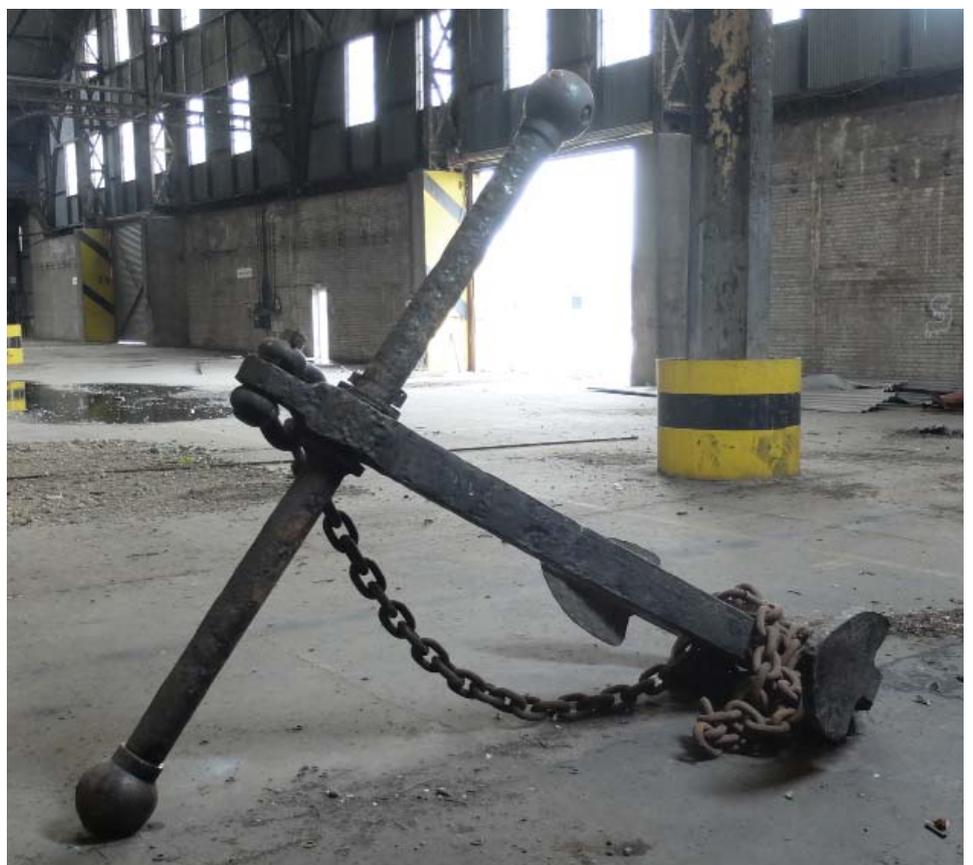
- There are three areas of graffiti on the main stem of the anchor;
- The chain has a fairly high proportion of rust in some links, probably due to its past arrangement of lying on the surface and sitting within wet ground;
- Generally its edges require little attention, there appears no sharp edges or spalling;
- The anchor has many small areas of rust, but these will have little effect on its overall integrity.



## 2.0 Current Condition



Spray painted graffiti on the main stem



## 2.0 Current Condition

The links of the chain are rusty, but retain structural integrity and are loose enough to be moved.



Further graffiti on the arm of the anchor



Many parts of the anchor's surface have pitted areas of rust and surface degradation. These appear not to pose structural integrity or safety issues but do make the anchor appear visually worn and tired.



### 3.0 Location Options within the High Street

#### Space Requirements

The anchor currently occupies a zone in plan 2m wide x 3m long. It is 2.5m high at its tallest point.

When plotting this zone in locations around the High Street, including an allowance for circulation around the anchor, there are few locations where it would be appropriate to position the anchor.

Its former location, at the southern end of the High Street, has the most available space.



Further locations are explored in Section 6.0



Location of the anchor prior to the 2014 scheme. The size and current design supports the relocation of the anchor at this end of the High Street.

Street, Street and Street Junctions  
Vehicle turning, pedestrian movement and market activity means the anchor is not recommended to be located in these locations.

Giffin Square / Deptford Lounge  
This space has enough free area to support the placement of the anchor but will sacrifice some of its flexibility of use to do so.

### Pre 2014 Scheme / Previous Anchor Location

Previously the anchor occupied a 325mm brick and granite cobbled plinth on top of a granite sett kerbed oval surround.



# 4.0 Existing Site Considerations

## Current Scheme with previous Anchor location overlaid

To relocate the anchor back into the High Street near its original location, a number of on site constraints have to be considered. These include:

- Retaining as much of the 2014 scheme design as practical;
- Location of underground utilities and services, including BT, drainage, power and media providers;
- Land ownership;
- Service and access to adjacent properties;
- Pedestrian and cyclist movement;
- Vehicle visibility splays

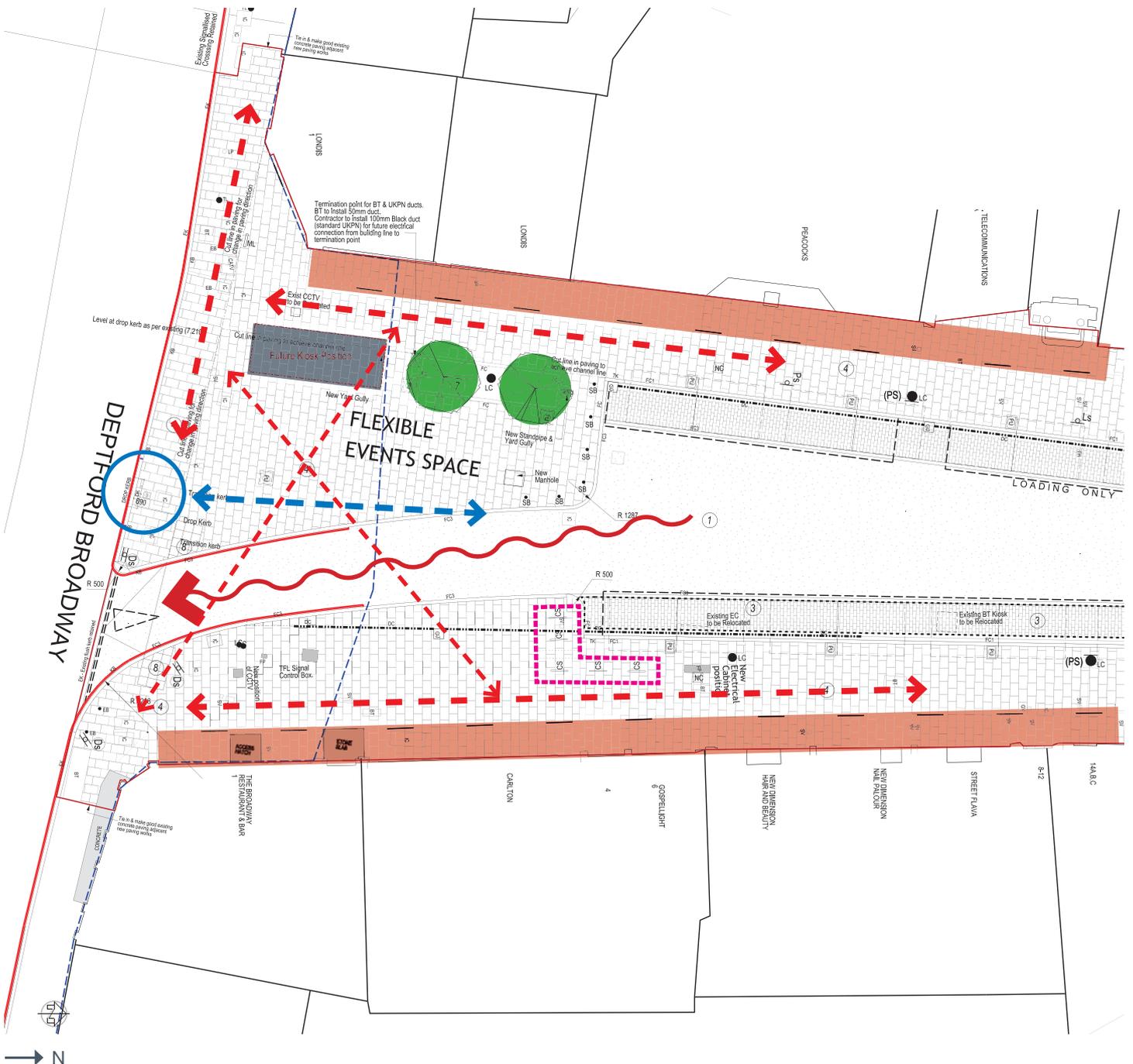


### Current Scheme

The current scheme has been designed to promote this space as a flexible, social area and a valuable ‘breathing space’ during market event days. On the surface, it looks very open and could host the anchor in a number of locations.

However, the following issues need to be considered so that the anchor is relocated with minimal impact in the most cost effective way.

- Pedestrian movement and desire lines from shops and across the space;
- Cyclist access to and from the Broadway;
- One way vehicle access onto the Broadway;
- Retail spill out and circulation;
- Recent tree planting;
- Allowance for a future kiosk structure and flexibility for events;
- Cycle parking and other functional street furniture.



# 4.0 Existing Site Considerations

## Vehicle Visibility

During development of the 2014 scheme, this visibility splay was imposed on the design of the space to ensure that a drivers line of sight was not impacted. Even though the land is retained in LBL's ownership, it may be prudent to advise TfL of any proposals and ensure the anchor avoids this visibility splay.

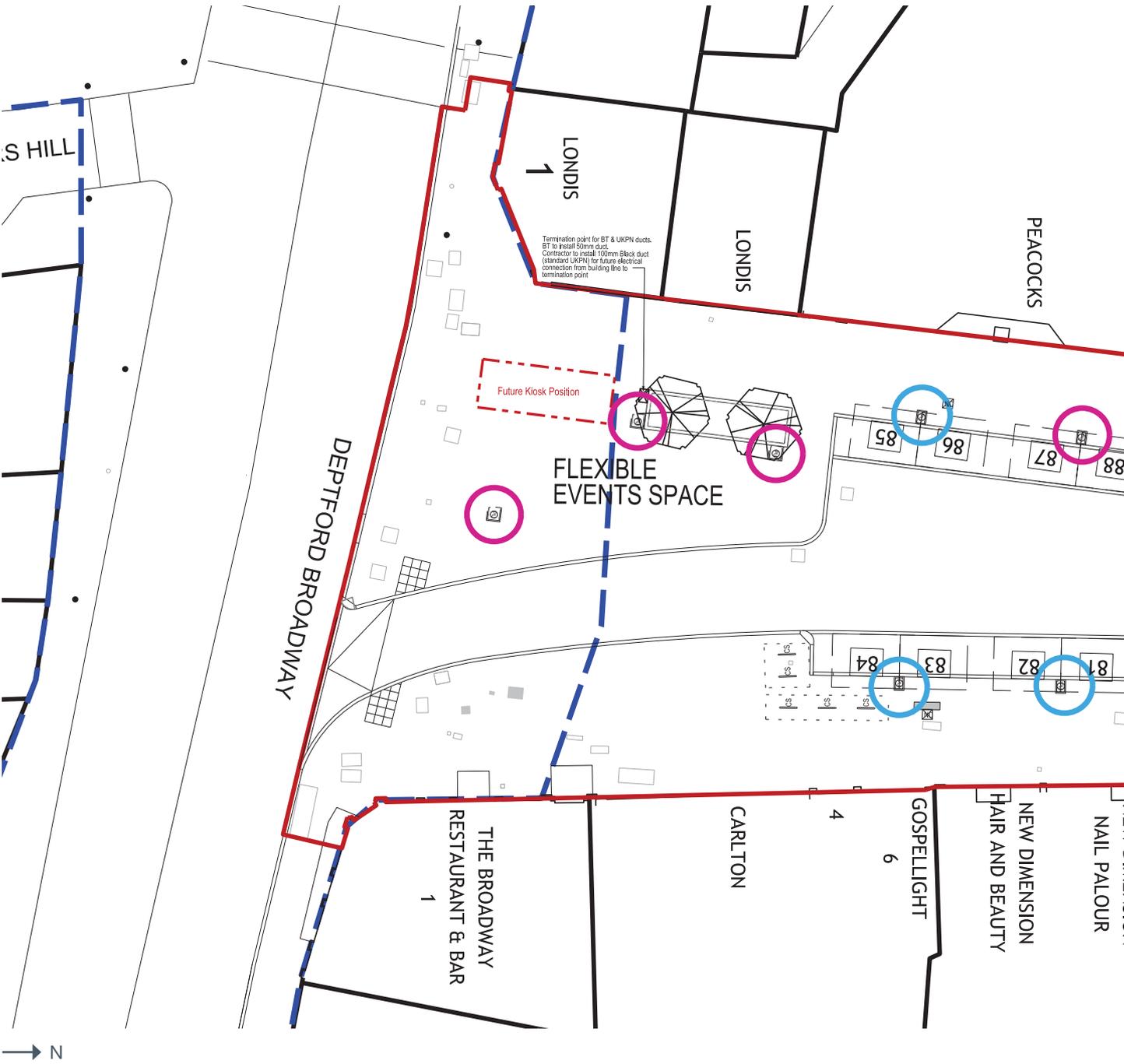
- No component can be located that will impact on a drivers line of sight exiting Deptford High Street.
- Vertical clear zone is from 600mm to 2000mm.



### Power Supplies

A number of in ground power boxes were installed as part of the 2014 scheme to support the marker operation and any future kiosk or event in this area requiring a power supply.

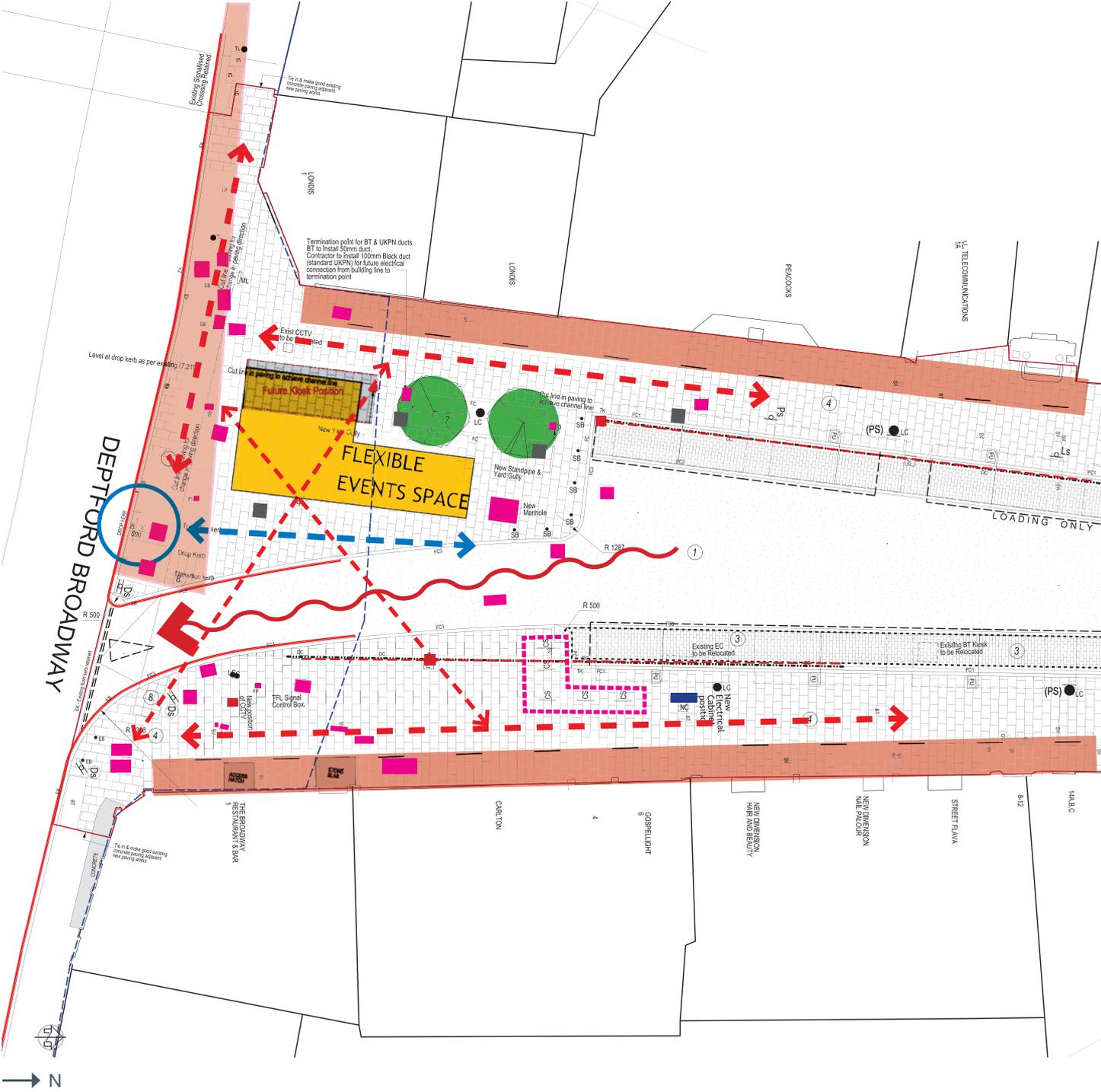
-  2 inground sockets (2 x 16 amp)
-  2 inground sockets (1 x 32 amp & 1 x 16amp)





### Summary

When analysing the constraints for this area of the High Street, there is limited space which does not conflict with existing manholes or services, or has a detrimental impact on pedestrian, cyclist and vehicle movement. The zones that have potential to locate the anchor with minimal adjustment to the existing space are shown in yellow below, with some compromise on future events potential, possible kiosk installation and a minor impact on pedestrian desire lines.



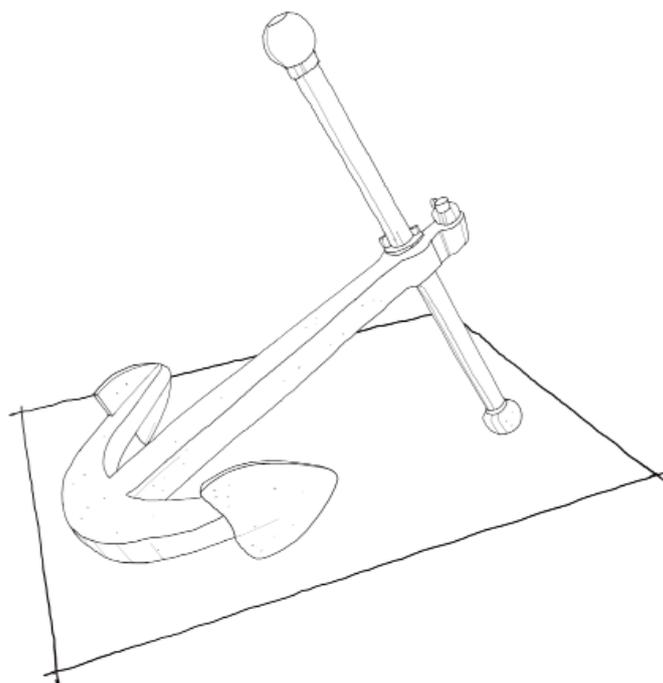
## 5.0 Integration Options

Previously the anchor was situated on a 325mm high plinth, which was considered a contributing cause of street crime related issues. With the return of the Anchor to a similar location as before, there are a number of ways it can be integrated into the current High Street arrangement.

The current surface material is 600 x 300 x 60mm granite flags, laid stretcher bond in a mix 70% beige, 15% pink and 15% silver grey colour tones with all flags flamed finish.

Keeping the 'base zone' of the anchor reasonably efficient, it requires an area of 2000mm wide x 3000mm long.

Given the issues of before, locating the anchor on a plinth is not proposed. Instead, a number of options are explored for the base treatment and integration into the existing paving scheme.

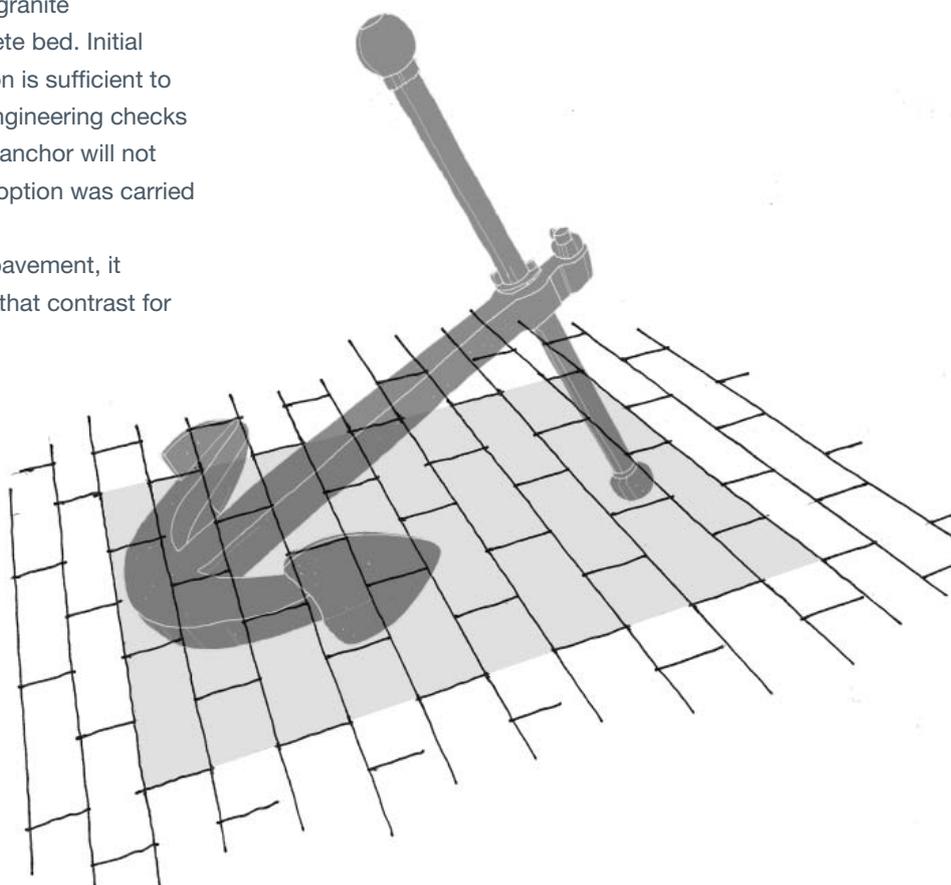


### Option 1. Retain all paving and install anchor on top of existing

This is the simplest and most economical option which requires little or no modification work to the existing High Street scheme.

The anchor would be placed directly onto the granite paving, which has been laid rigidly on a concrete bed. Initial understanding is that the sub base construction is sufficient to support the weight of the anchor but further engineering checks would be prudent to ensure the loading of the anchor will not have long term detriment to the paving, if this option was carried forward.

Similarly, as an unusual object placed on the pavement, it may require some edging treatment to ensure that contrast for partially sighted or the blind is considered.





Option 1  
View 1



Option 1  
View 2

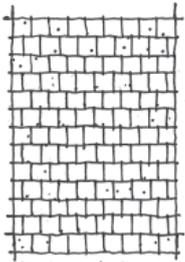
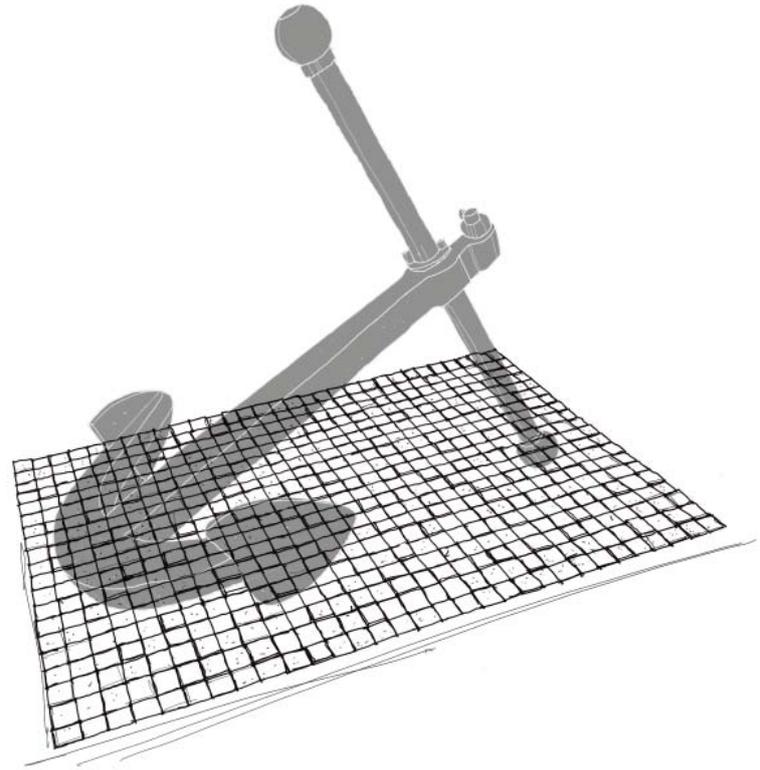
## 5.0 Integration Options

### Option 2. Create a new base

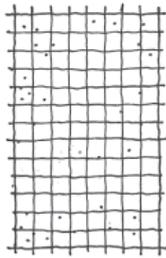
This option proposes the use of 100 x 100mm cropped granite cubes to create a 'base plinth' for the anchor to sit on. This would be laid level with the adjacent paving so is not raised except for some local surface deviation in the granite units.

The use of the granite setts is reference to the previous surround the anchor was placed upon, which used setts on top of the raised plinth. The material also suggests a reference to its maritime background, with granite cobbles traditionally used at wharves and docks.

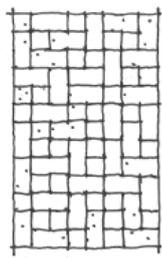
The granite could be laid in a number of bond patterns ranging from 100 x 100mm cubes laid in a stretcher or stack to introducing 2 or 3 sizes of setts and having a more random plinth pattern.



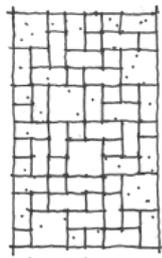
100mm CUBES  
STRETCHER



100mm CUBES  
STACK

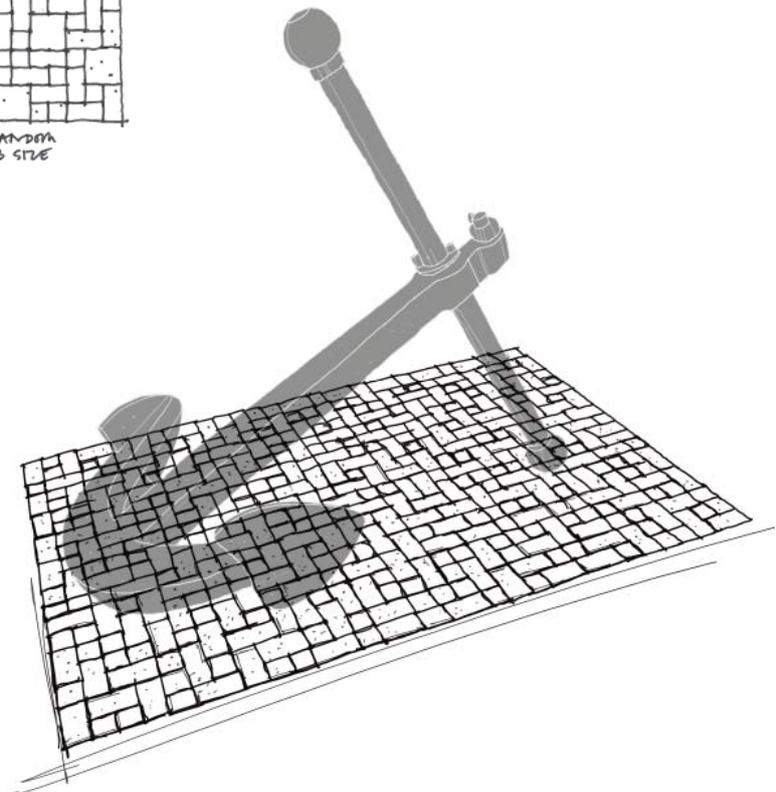


RANDOM  
2 SIZE



RANDOM  
3 SIZE

Silver grey granite is proposed, which combined with a cropped finish would create a contrasting colour and textural tone from the surrounding beige dominated granite flags. This would assist in creating a defined panel around the anchor, aiding the visually impaired and suggesting a 'no go' zone around the anchor.





Option 2A  
Granite cubes  
100x100mm

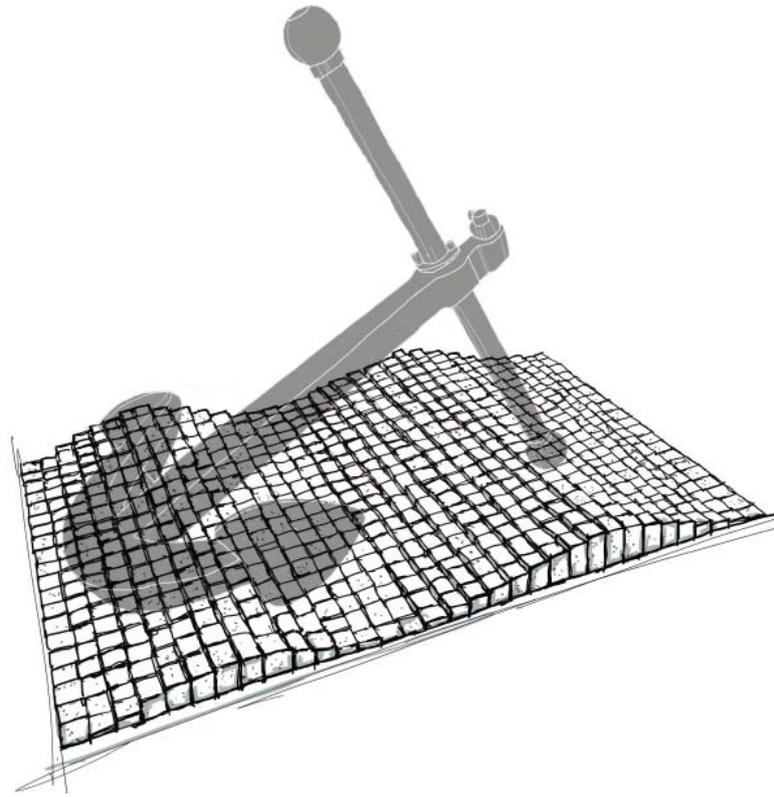


Option 2B  
Granite cubes  
100 x 100mm  
mixed randomly  
with 100 x  
200mm granite  
setts

## 5.0 Integration Options

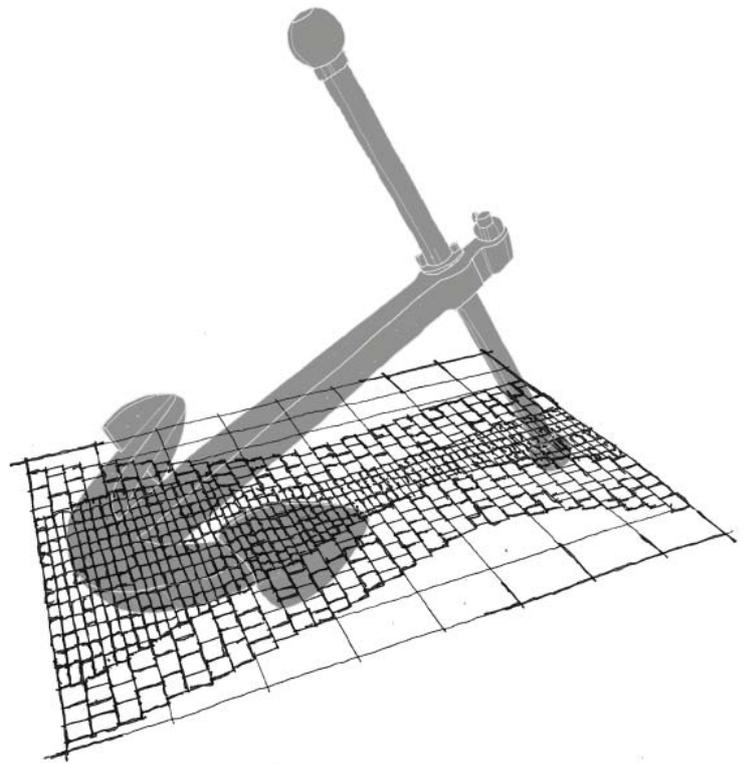
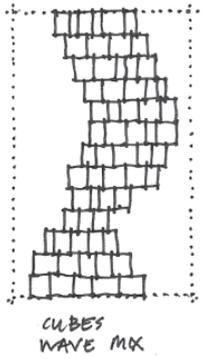
### Option 3. Enhance the new base

This option builds upon the use of the 100 x 100mm cropped granite cubes of Option 2 by introducing some variety in height and form. By using a combination of deeper units, a subtle undulation effect can be created so that the anchor sits on a modified base plinth. The maximum height above the existing granite flag surface would be 150mm; shallow and uncomfortable enough not to act as a place to sit.



### Option 4. Vary the new base

This option suggests the base zone has further variety horizontally, rather than vertically (as Option 3). Granite setts laid in two sizes, 50x 50mm and 100x 100mm generate a subtle wave in which the anchor resides. The setts are laid flush with the adjacent paving.



## 5.0 Integration Options

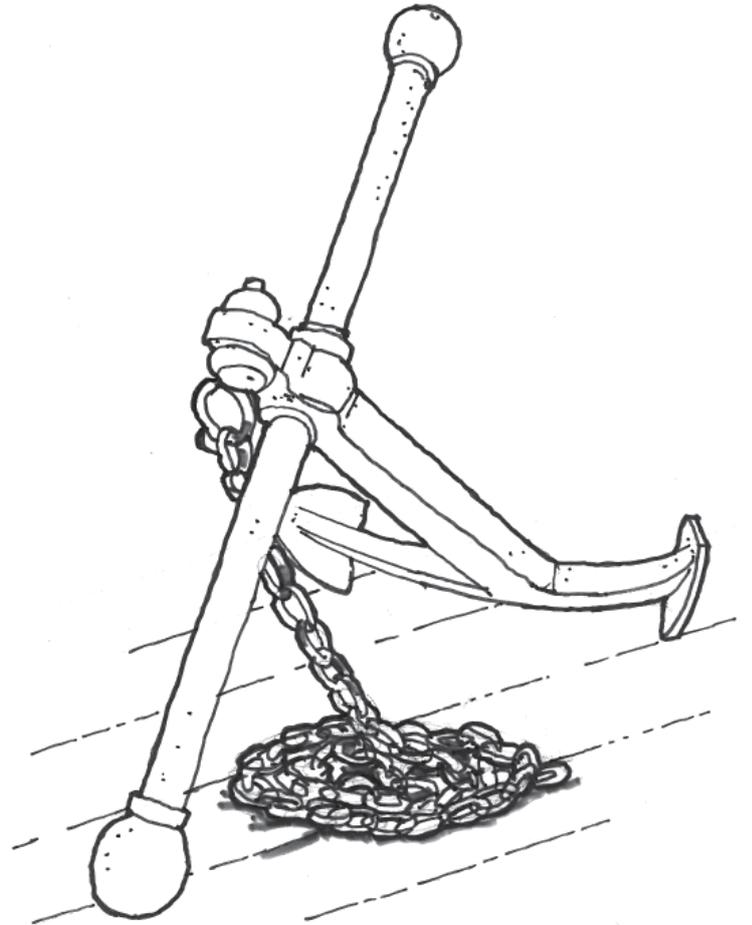
### Options for the Chain

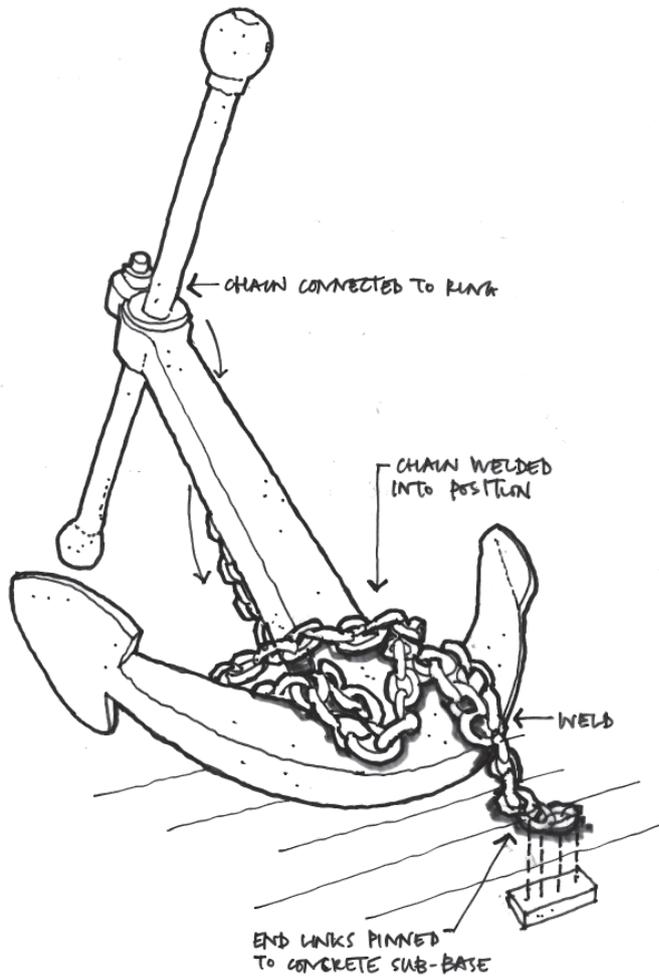
Previously, the chain element of the anchor was draped over the stock arm and down the side of the former plinth. When examined in storage, the chain remains flexible, and with some willpower the links can be pushed and pulled about. Therefore, to reduce risk of injury and damage caused by the loose chain when insitu on the High Street, some degree of permanent position should be explored to reduce the amount of slack and overall movement.



#### Option A

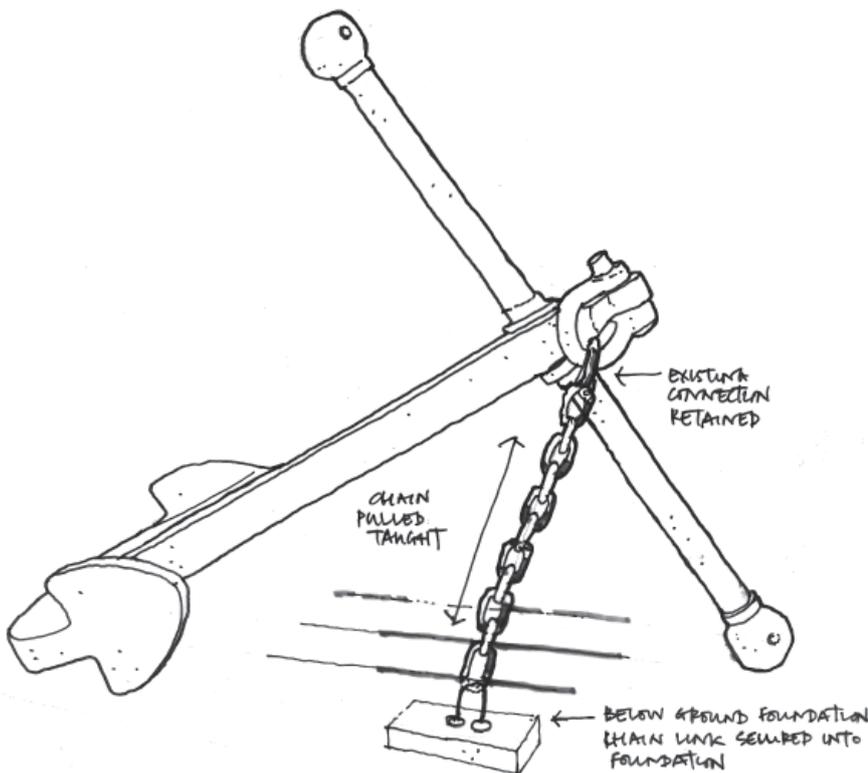
The chain could be re-organised into a fixed position at the base where the stock arm rests on the ground. This position, subtly arranged to look 'natural' could then be welded in place to become permanent. This would limit any further options for the chain in future but create a solid and robust solution for this element.





Option B

The chain is draped over the crown and arm of the anchor, in a similar manner to how its been stored at present. This would have a portion of the chain loose and some permanently fixed, via welds to the main anchor itself.



Option C

The chain length could be reduced by cutting away from one link and securing the chain to the concrete slab under the paving. This would leave a shorter, but taught section of chain and the illusion the anchor is secured into the ground.

## 6.0 Alternative Location Options within the Town Centre

We have considered whether any other locations within close proximity of the High Street are viable to position the anchor, considering its size, use and access of the space and overall visual aesthetic and whether it would enhance the local setting. A number of locations can be considered and are shown here, but the High Street options in section 5.0 are preferred.



### Junction with Watergate Street, Creek Road and the High Street

The opposite end of the High Street from its original and suggested location, this piece of pavement outside the supermarket has enough space to occupy the anchor, although it would lose a degree of prominence adjacent to the telephone box and guard railing (if retained). Although it could act as a 'marker' to the High Streets northern entrance, it may feel slightly isolated in this location.



### Deptford Market Yard / Deptford Station

This recently completed scheme has enough area to locate the anchor in a number of locations and its granite surface and corten steel fixture and fittings would work well with the anchor's materiality. Pedestrian access and the space's long term strategy for events and social use would have to be considered further.



### **Forecourt by Tanner's Hill**

On the opposite side of the suggested location at the end of the High Street is a small public space that could occupy the anchor comfortably without adverse effect on pedestrian movement and use of the space. It may give greater prominence to this area, yet its proximity to the original location some may feel that locating the anchor here and not actually on the High Street is a 'token gesture' move.

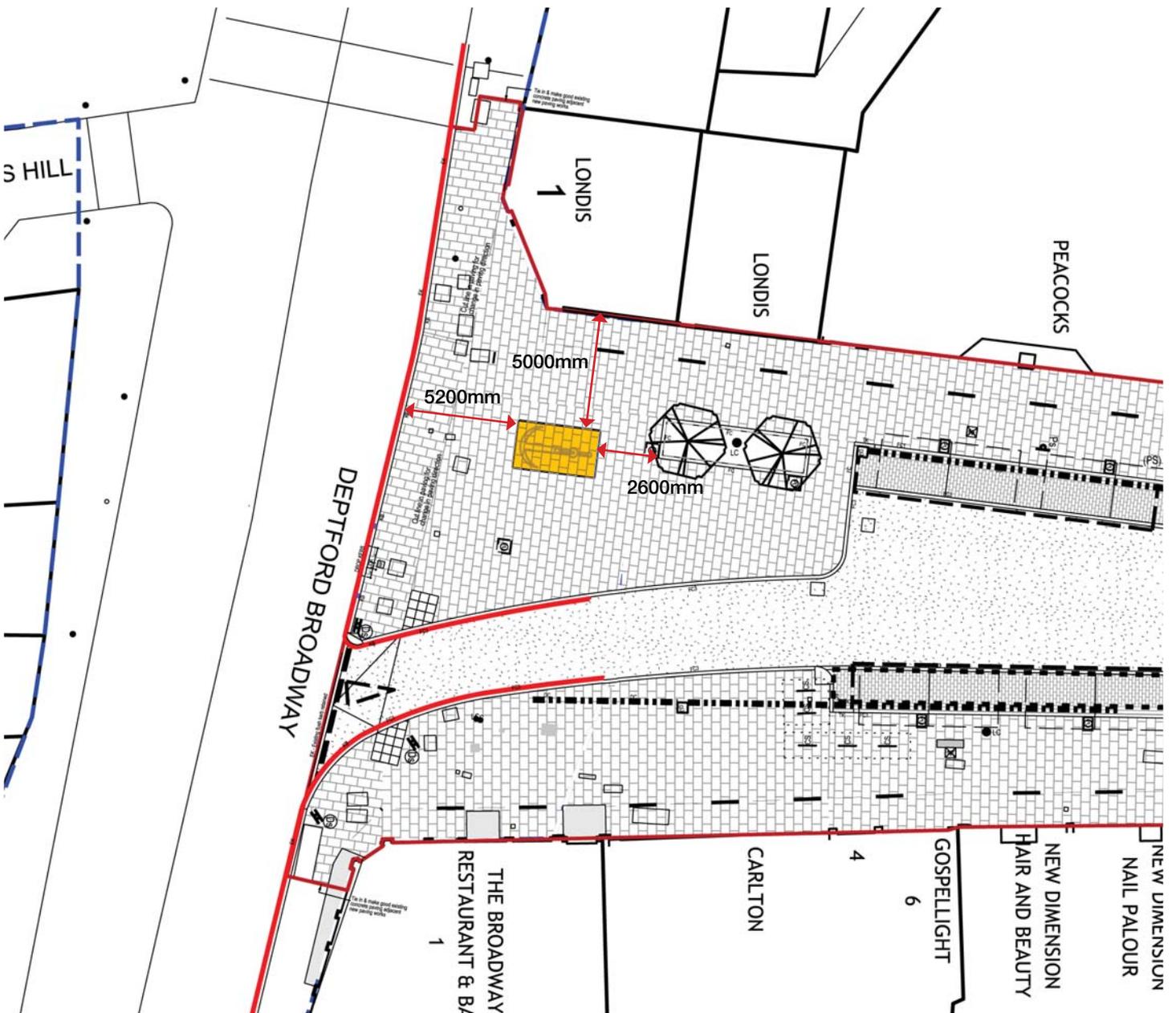
# 7.0 Recommendation

## Preferred Location

The preferred location for the anchor would be placed 5m from the building facade and 5.2m off the Deptford Broadway road kerb.

This position avoids all existing services, cyclist and vehicle movements and does not impede pedestrian circulation or business operation. However, it does limit the aspiration for a kiosk to be located in this area. This position also avoids the vehicle visibility splay defined on page 13 but should be shown to TfL's Design Board as a matter of courtesy.

The proposal for the base plinth would 100 x 100mm cropped granite cubes laid with a 25mm upstand to the surrounding paving (Option 2A as illustrated on page 20). The extent of this would measure 3m wide x 4m long. It would have a 500mm increase around the edge of the 'base zone' so that the slight raise extent in the granite setts will provide an extra degree of separation around the anchor and a physical cue that can be detected by long cane users and guide dogs.





Proposed views

## 8.0 Indicative Costs

### Further Design and Consultation

- Prepare consultation boards and posters which show the preferred position along with graphics showing the anchor. Supply information for the councils website
- Prepare detailed drawing pack for approval processes
- Submit for necessary approvals
- Meetings and presentations of proposals
- Prepare a detailed specification for works and installation of the anchor for pricing by a suitable contractor
- Liaise with the contractor for on site operations including obtaining any necessary temporary road closures and licenses
- Monitor site works and certify final completed scheme and reinstatement of granite paving as necessary

**Total: £11,500**

### Implementation

#### 1. Anchor cleaning and refurbishment

- Assume cleaning works can take place in current storage shed at Convoys Wharf.
- Allowance for specialist graffiti removal and jetwash clean of whole anchor (repainting not proposed)

#### 2. Transportation from Convoys Wharf to Deptford High Street

- Lifting and loading at Convoys
- Placement, under supervision, on prepared base at the preferred location on the High Street

#### 3. Preparation of High Street site

- Protection of existing granite flags
- Scanning of existing services check
- Heras fencing, safety barriers and site enclosure
- Lift up existing 3 x 2m section of granite slabs, remove off site
- Remedial works to existing concrete base
- Supply and install new 100 x 100 x 120mm cropped silver grey granite cubes, laid stretcher bond over 30mm mortar base, with mortar jointing
- Fixing and arrangement of chain into granite / concrete base
- Allowance for any vehicle management during placement

**Total: £12,500**

### Exclusions

- Project Contingency
- Time expended by LBL project management team or highways team

# Appendix A: Road Safety Audit

Stage 1 Road Safety Audit carried out by Paul Matthews,  
Independent Traffic Consultant.

*Paul Matthews, Independent Traffic Consultant*



Return of the Anchor, Deptford High Street  
Stage 1 Road Safety Audit  
Report for London Borough of Lewisham  
February 2017

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# 1 Introduction

## 1.1 Background

- 1.1.1 Paul Matthews and Ajay Patel were commissioned in February 2017, by BDP on behalf of London Borough Lewisham of to undertake a Stage 1 Road Safety Audit (RSA) of the proposed return of the Anchor to Deptford High Street.
- 1.1.2 This Road Safety Audit generally follows the 'Road Safety Audit' document published by the Chartered Institution of Highways and Transportation in October 2008 which describes the process to be used to assess the safety aspects of schemes introduced on the public highway. The CIHT document builds upon the UK Design Manual for Roads and Bridges (DMRB) Road Safety Audit Standards (HD 19/15) published by the Highways Agency (HA). The HA standard was developed for assessment of alterations to the national motorway and trunk road network but was not intended to address the safety aspects of other public road schemes. However the overall objectives and structure of this Audit follows the DMRB and Transport for London standards.
- 1.1.3 The purpose of pre-construction Road Safety Audits is to evaluate the proposals' potential effects on the safety of all road users. If any road safety problems related to the design are identified, the Auditors make recommendations for modification or further study by the design team. The overall objectives of the scheme are not within the remit of the Audit except where they might impact on road safety. It is not intended that Audits should be used to provide the justification for the proposals or be used to compare alternative options.

## 1.2 Procedure

- 1.2.1 Pre-construction RSAs are carried out at two stages: Stage 1 RSAs are undertaken when preliminary design is complete to ensure that the scheme can accommodate the safety requirements of all road users. Stage 2 RSAs are carried out when detailed design has been completed and with sufficient time to allow for modifications to be included in final drawings and contract documents.
- 1.2.2 It is fundamental to the RSA procedure that the Auditors are fully independent and have had no part in the development or design of the proposals.
- 1.2.3 This Stage 1 RSA involved:
- ▶ A review of the supplied information
  - ▶ A site inspection by the Auditors; and
  - ▶ This report:
    - With identified road safety issues; and
    - Recommendations for possible modifications
- 1.2.4 The recommendations are intended as a guide for the designers and it is expected that all measures to address any identified road safety issues will be examined by them. The designers are not restricted exclusively to the recommendations of the auditors.

## 1 Introduction

1.2.5 A written response is required if the Client or any member of the Design Team does not accept any Problem or Recommendation identified in this RSA report. The response should state clearly the reasons for dissent. A copy of this response should be sent to the Audit team for information only.

1.2.6 **Only features that produce safety concerns are included in this report. Compliance, or otherwise, with design standards is not mentioned except where it may impact on road safety.**

### 1.3 Auditors

1.3.1 The audit team consists of Lead Auditor: Paul Matthews BSc, CEng, MICE, MCIHT, and Audit Team Member: Ajay Patel BA MSc. Paul is an Independent Traffic Safety Consultant and Ajay a Planning (Highways) Consultant of Assured Planning Services.

1.3.2 The auditors have not been involved in the design or any aspect of the proposed scheme.

### 1.4 Site Inspection

1.4.1 Site Inspections of Deptford High Street and the Anchor site were undertaken by the Auditors as follows:

- ▶ for the Stage 1/2 RSA of the proposed improvements to the High Street, on Tuesday 13th March 2012 between 3pm and 4.30pm;
- ▶ for the Stage 3 RSA, on Friday 1st August 2014 between 15:00 and 16:30; and
- ▶ a night time inspection for the Stage 3 RSA, on Friday 1st August 2014 between 21:00 and 22:00pm.

1.4.2 A photographic record of the site was made during each site inspection.

1.4.3 The Auditors have been assured that no physical changes at the site for the Anchor have been made since the Stage 3 RSA. Therefore, it was decided that another site inspection is not required (Nb BDP email 1<sup>st</sup> February 2017).

### 1.5 Information Supplied by the Design Team

1.5.1 The audit included an examination of the following information:

- ▶ Deptford High Street, Deptford Anchor Feasibility Study, Dated January 2017, Prepared by BDP;
- ▶ Deptford High Street, Stage 1/2 Road Safety Audit, Dated March 2012, Prepared by Urban Flow;
- ▶ Deptford High Street, Stage 2 Road Safety Audit, Dated September 2012, Prepared by Urban Flow;
- ▶ Deptford High Street, Stage 3 Road Safety Audit, Dated August 2014, Prepared by Urban Flow; and

## 1 Introduction

- ▶ Photographic records gathered for the Stage 1/2 RSA on 13 March 2012 and for the Stage 3 RSA on 1<sup>st</sup> August 2014.
- ▶ Deptford Anchor site current conditions, email, Dated 1<sup>st</sup> February 2017 from BDP

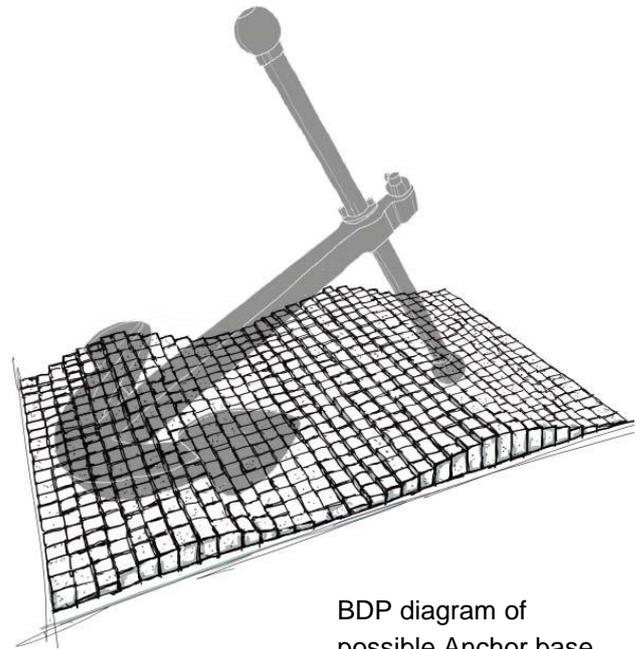
## 2 Problems and Recommendations

### 2.1 The proposals

2.1.1 Between 1990 and 2014 the Anchor, from Chatham Historic Dockyard, was located on a plinth at the southern end of Deptford High Street as a reference to Deptford's nautical history.

2.1.2 The Anchor was removed, during the extensive 2014 public realm improvements in Deptford High Street, in an effort to reduce antisocial behaviour that was associated with the Anchor and its protective plinth

2.1.3 Following considerable public demand, the London Borough of Lewisham commissioned a feasibility study to explore whether the Anchor could be returned to the High Street near to its former location.



BDP diagram of possible Anchor base

### 2.2 Problems and Recommendations

2.2.1 In this section we describe potential road safety issues that might arise, if the Anchor is returned, as described in the information supplied, and recommend possible ways to address them. This report does not include any reference to other issues, unless they are considered likely to impact upon road safety.

2.2.2 A safety audit is not a review of compliance (or otherwise) with any design standards and, therefore, we do not mention any standards, departures or relaxations of standards unless they produce road safety implications.

#### **Problem 1: Recognition of Anchor by visually impaired pedestrians**

##### **Location: All potential locations**

2.2.3 Visually impaired pedestrians, whether they are guide dog assisted or long cane users, are able to identify and navigate around most items of street furniture relatively easily.

2.2.4 A large ship Anchor is an unusual addition to any street scene. Between 1990 and 2014 the Anchor was mounted on a cobbled surfaced plinth within a kerbed traffic island. The plinth provided easy identification and good protection for visually impaired pedestrians. However, the plinth attracted people sitting and sleeping around the Anchor and some antisocial behaviour.

2.2.5 Without the addition of a plinth or other tactile cues, it is possible that a visually impaired pedestrian could walk into the Anchor. Its shape and construction could result in significant

## 2 Problems and Recommendations

injury to any person who stumbled upon the Anchor. The BDP report suggests some ways to mitigate this problem.

### Recommendation

- 2.2.6 It is recommended that the Anchor is placed upon a randomly laid cobbled area with an upstand of at least 25mm that can be detected by long cane users and guide dogs. The randomly laid setts or cobbles would deter people sitting and sleeping around the Anchor.
- 2.2.7 It is also recommended that the designers consider draping the anchor cable (chain), on the ground, around the Anchor to provide an additional tactile cue to the visually impaired. This would be an additional deterrent to antisocial behavior. The anchor cable links should be bolted to the ground, at regular intervals, to prevent accidental or deliberate movement.
- 2.2.8 The adjacent photograph shows a long length of anchor cable piled on the ground by the plinth. The size of the chain can be seen and it appears to have prevented people from sitting on the plinth at that location,



- 2.2.9 It is suggested that advice is sought from Royal National Institute of Blind People (RNIB,) on appropriate tactile cues for the Anchor. Also, it would be advisable to discuss the developed scheme with the RNIB and local mobility officers.

### Problem 2: Climbing on Anchor

#### Location: All potential locations

- 2.2.10 It is possible that some pedestrians, in particular children, may be attracted to climb on the Anchor.
- 2.2.11 As discussed in paragraph 2.2.4 between 1990 and 2014 the anchor was mounted on a cobbled surfaced plinth within a kerbed traffic island. The plinth provided easy identification and good protection for pedestrians.
- 2.2.12 It is possible that, if mounted at or near ground level, unsupervised younger children may be attracted to play or climb on the anchor. The Anchor is clearly not designed for use as playground equipment and a fall could result in personal injury. It is not known if climbing on the Anchor was a problem with the original layout.

### Recommendation

- 2.2.13 It is recommended that the designers consider measures to deter climbing on the Anchor, such as a raised anti-climb plinth or a fence.

## 3 Other Considerations

### 3.1 Other Considerations

- 3.1.1 In this section we re-iterate a problem that was raised in the August 2014 Deptford High Street, Stage 3 Road Safety Audit Report. This issue is not a direct consequence of returning the Anchor to Deptford High Street but the Anchor highlights this Problem.

### 3.1 Problem from Deptford High Street Stage 3 RSA

#### *Problem 1 - U-turn manoeuvres on flexible events space*

#### *Location: Adjacent to Deptford Broadway*

- 3.1.1 *There is evidence that vehicles are U-turning on the flexible events space as shown by the evidence of vehicle tyre marks on the surfacing materials. It appears that vehicles are turning around and driving northbound along the High Street which is one-way southbound. Before introduction of the new arrangements, many drivers were observed to carry out U-turns to travel northwards. The new carriageway layout, supported by a one-way Traffic Order, is not suitable for two-way working and there is now a risk of 'head on' collisions within the narrower carriageway area.*



#### *Recommendation*

- 3.1.2 *It is recommended that measures are introduced to physically prevent vehicles carrying out U-turning manoeuvres within the events space.*
- 3.1.3 *It is also recommended that additional enforcement of the one-way street is carried out to deter habitual offenders.*

### 3 Other Considerations

#### 3.2 Effect of Returning the Anchor

- 3.2.1 It appears that the incidence of vehicles turning within the flexible event space has not been resolved. The identified hazards and illegality of these manoeuvres remain with the addition of possible collisions with the Anchor.
- 3.2.2 Careful placing of additional street furniture, such as removable bollards, could help to resolve this problem. The Anchor could be used to passively assist in preventing illegal U-turning within the flexible event space. The anti-climb plinth, suggested in paragraph 2.2.13, could also be of benefit.

## 4 Conclusions

### 4.1 Conclusions

- 4.1.1 The safety issues (Problems) identified during the Audit need to be addressed in detail before the Anchor is returned to Deptford High Street.
- 4.1.2 We believe that, provided that highlighted safety issues are addressed satisfactorily, it will be possible to reintroduce the Anchor as a significant historic reference and it will produce a welcome improvement to the appearance and interest of the area.
- 4.1.3 A formal Stage 2 Road Safety Audit should be undertaken on completion of detailed design drawings and before finalisation of contract documentation.

## 5 Auditors' Statement

### 5.1 Statement

- 5.1.1 We certify that this road safety audit has followed the 'Road Safety Audit' guidelines, published by the Chartered Institution of Highways and Transportation in October 2008 and that the overall objective and structure of this Audit is in accordance with the guidelines published by the Highways Agency in the Design Manual for Roads and Bridges HD 19/15.

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## Document Control

Project Title	Return of the Anchor Deptford High Street Stage 1 Road Safety Audit
Project Number	620083
Type	Road Safety Audit – Report
Computer File Name	R20170203 Deptford High Street Anchor RSA Stage 1 FINAL.docx

## Document Approval

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## Document Distribution

Date	Version	Document Status	Recipient
2/02/2017	1	Draft Report	John Emslie - Urban Flow, Martin Savage - BDP
7/02/2017	1	Final Report	John Emslie - Urban Flow, Martin Savage - BDP

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