

Location:



Description:

The route along Roberts Close could provide a more important pedestrian/cycle route than currently. It provides a direct route towards Surrey Quays shopping centre but currently has no active frontage, with fencing lining both sides of a wide, straight road, forming a bland and quiet route.

Proposed enhancements seek to create a more attractive route for pedestrians and cyclists through the introduction of tree planting and an improved connection with the route along Russia Walk. Signage would aid legibility along this part of the route.



View looking south along Roberts Close from Archangel Street



View looking south along Roberts Close



View looking north along Roberts Close towards Stave Hill

7 Roberts Close route improvements						
<i>Ref</i>	<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Rate (£)</i>	<i>Total</i>	<i>Notes</i>
7.1	Feature paving to form new path connection	70	m2	125	8750	At junction between Roberts Close and route A. Red macadam and block paving with granite edging
7.2	Seating	2	No	900	1800	At path junction
7.3	Street trees	10	No	1000	10000	On Roberts Close. Including tree grilles, stakes and irrigation system and break out of existing surfacing and making good.
7.4	Bollards	5	No	350	1750	
7.5	Waymarking	1	No	0	0	Cost included in project 25
					Construction sub-total	22300
7.6	Preliminaries (15%)				3345	
					Sub-total construction and preliminaries	25645
7.7	Consultation and community engagement				250	Based on half day consultancy support to cover consultation by letter/phone
7.8	Surveys				1500	Topographical survey
7.9	Professional fees (15%)				3847	
7.10	LBS Project management (8%)				2052	
7.11	Contingency (15%)				3847	
					Total project 7	37140

Location:



Description:

The junction of Brass Talley Alley and Archangel Street occupies a prime spot, situated close to two primary schools. It has the potential to form a focal area acting as a node on the way to Surrey Quays, however, it currently lacks effective spatial definition.

Proposed enhancements seek to create a friendly area with seating which could form an attractive space for parents to gather prior to collecting school children. Legibility would be improved with new surfacing to clearly delineate routes and improved wayfinding.



View outside the entrance to Alfred Salter Primary School



View outside the entrance to St John RC Primary School



Archangel Street looking east towards St John RC Primary School

8 Focal area Alfred Salter Primary School and Brass Talley Alley						
<i>Ref</i>	<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Rate (£)</i>	<i>Total</i>	<i>Notes</i>
8.1	Lowering of manhole cover at path junction	1	Item	1500	1500	Junction of Archangel Street and Brass Talley Alley is raised due to manhole cover. Includes break out of existing surfacing (retaining granite setts).
8.2	Resurfacing of path junction	120	m2	80	9600	To provide improved definition of routes and connections with the wider area. Assumes red tarmac with detailing using existing granite setts.
8.3	Seating	3	No	900	2700	Within orientation point by school
8.4	Lighting	7	No	2500	17500	5m high column white lighting eg Urbis Sapphire lantern with 45W Cosmopolis lamp and 1770 reflector on 5m colmns (including installation, testing and making good surfaces) set around focal area and along Brass Talley Alley (including installation, testing and making good surfaces)
8.5	Artwork	1	Item	8000	8000	Small artwork to punctuate space and assist in local wayfinding
8.5	Waymarking	1	No	0	0	Cost included in project 25
		Construction sub-total			39300	
8.6	Preliminaries (15%)				5895	
		Sub-total construction and preliminaries			45195	
8.7	Consultation and community engagement				500	Based on one day consultancy support to cover consultation by letter/phone and one meeting with the school
8.8	Surveys				3200	Topographical survey and utilities survey
8.9	Professional fees (15%)				6779	
8.10	LBS Project management (8%)				3616	
8.11	Contingency (15%)				6779	
		Total project 8			66069	

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Location:



Description:

The crossing point of the key routes along Dock Hill Avenue/Timber Pond Road is currently undefined. Use of both routes could be increased if the improvements were made to the junction.

Proposed enhancements include the introduction of feature paving combined with seating and lighting to highlight this nodal point.



View looking west along the route from Stave Hill



The junction at Timber Pond Road and Dock Hill Avenue looking west



The junction at Timber Pond Road and Dock Hill Avenue looking east

9 Focal area crossing point Dock Hill Avenue/Timber Pond Road						
<i>Ref</i>	<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Rate (£)</i>	<i>Total</i>	<i>Notes</i>
9.1	Raised table	1	Item	60000	60000	Granite sett and tegula raised table defining crossing point of route
9.2	Feature paving	200	m2	90	18000	Block paving relaid with granite detailing defining routes on either side of raised table
9.3	Seating	2	No	900	1800	
9.4	Lighting	8	No	2500	20000	Additional lighting to increase lighting levels at path/road junction. white lighting eg Urbis Sapphire lantern with 60W Cosmopolis lamp and 1770 reflector on 5m colms set at 10m centres around focal point (including installation, testing and making good surfaces)
9.5	Waymarking	1	No	0	0	Cost included in project 25
Construction sub-total					99800	
9.6	Preliminaries (15%)				14970	
Sub-total construction and preliminaries					114770	
9.7	Consultation and community engagement				250	Based on half day consultancy support to cover consultation by letter/phone
9.8	Surveys				3500	Topographical survey and utilities survey
9.9	Professional fees (15%)				17216	
9.10	LBS Project management (8%)				9182	
9.11	Contingency (15%)				17216	
Total project 9					162133	

Location:



Description:

The current path offers an attractive, clear and direct route which spans both sides of the channel leading pedestrians and cyclists from the northern end of Surrey Quay towards Surrey Water.

Proposed enhancements simply seek to introduce more effective lighting to increase safety for path users during the evening. In addition, a new ramp is proposed to allow the creation of a direct, DDA compliant route along Albatross Way.



Sequential views looking northwards along the Albion Channel from Surrey Quays

10 Albion Channel route improvements						
Ref	Description	Quantity	Unit	Rate (£)	Total	Notes
10.1	Lighting upgrade	20	No	1,000	20000	Fit new white light bulb and lantern to existing columns (eg Urbis Sapphire lantern with 45/60Watt Cosmopolis lamp)
10.2	Ramp	1	Item	40,000	40000	New ramped access on east side of Albion Channel to form DDA compliant route
10.3	Waymarking	2	No	0	0	Cost included in project 25
Construction sub-total					60000	
10.4	Preliminaries (15%)				9000	
Sub-total construction and preliminaries					69000	
10.5	Consultation and community engagement				250	Based on half day consultancy support to cover consultation by letter/phone
10.6	Surveys				4000	Topographical survey and utilities survey
10.7	Professional fees (15%)				10350	
10.8	LBS Project management (8%)				5520	
10.9	Contingency (15%)				10350	
Total project 10					99470	

Location:



Description:

The gateway into Albatross Way currently requires a 90 degree turn from Swan Road and involves a steep upwards slope with cobble setts providing a threshold surface. Just inside the entrance, the path splits providing a choice of two directions, whilst a gap in the vegetation and an associated desire line offers a third option. This cross point of routes is unsigned and dense vegetation obstructs sight lines along the paths which makes them uninviting and hinders orientation.

Proposed enhancements seek to improve this junction by creating a focal area. Vegetation thinning and improved lighting elements with white light would increase safety for path users and new signage would assist wayfinding. A smoother transition from Swan Road to Albatross way would be created by re-grading the slope at the gateway to ensure DDA compliancy. Detailed design of these proposals need to be carefully co-ordinated with the design of Site A to ensure a direct route is created between Swan Road and Needleman Street.



View of the gateway between Swan Road and Albatross Way



The junction of Deal Porters Walk and Albatross Way



The desire line towards Canada Water

11 Swan Road south focal area and improvements to Albatross Way						
<i>Ref</i>	<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Rate (£)</i>	<i>Total</i>	<i>Notes</i>
11.1	Vegetation thinning	1	Item	800	800	To increase width of path, improve visibility for cyclists and remove foliage around lights
11.2	Regrade slope to Swan Road	1	Item	3000	3000	To make DDA compliant. Includes break out of existing surfacing.
11.3	Resurface regraded path to Swan Road	200	m2	90	18000	To make DDA compliant.
11.4	Lighting	5	No	2500	12500	Additional lighting to increase lighting levels at focal area. White lighting eg Urbis Sapphire lantern with 60W Cosmopolis lamp and 1770 reflector on 5m colmns set at 10m centres around focal point (including installation, testing and making good surfaces)
11.5	Waymarking	1	No	0	0	Cost included in project 25
Construction sub-total					34300	
11.6	Preliminaries (15%)				5145	
Sub-total construction and preliminaries					39445	
11.7	Consultation and community engagement				500	Based on one day consultancy support to cover consultation by letter and local meeting
11.8	Surveys				3500	Topographical survey and utilities survey
11.9	Professional fees (15%)				5917	
11.10	LBS Project management (8%)				3156	
11.11	Contingency (15%)				5917	
Total project 11					58434	

Location:



Description:

There is currently no direct route between Lower Road (opposite Gomm Road) and Canada Water/Surrey Quays shopping centre. However, there is potential to open up a strip of undeveloped overgrown land (owned by LB Southwark) to create a new green route to connect pedestrians and cyclists moving between Southwark Park, the shops at Surrey Quays and Canada Water tube station.

The route would need to be appropriately graded, with cycle barriers located at each end to reduce the cycle speeds and lighting provided. Some existing vegetation would need to be cut back, whilst new climbing plants and ground cover would be introduced to line the sides of the path.



The existing vegetation stretch joining the car park at Surrey Quays



The existing vegetation stretch at Lower Road



The stretch is currently heavily vegetated along its length

12	Canada Water to Southwark Park route improvements via Gomm Road					
Ref	Description	Quantity	Unit	Rate (£)	Total	Notes
12.1	Site clearance	1	Item	2400	2400	Removal of railings and clearance of vegetation to create 4m wide clear route
12.2	Red macadam cycle path - 2m wide	120	Lin m	125	15000	New path along cleared route between Lower Road and Canada Water retail park 2m wide path with edging and including sub-base
12.3	Concrete block pedestrian path - 2m wide	120	Lin m	125	15000	Adjacent to cycle path. 2m wide path with edging and including sub-base
12.4	Planting	480	m2	20	9600	Groundcovers and climbers on either side of new path. 3-5m wide planting beds either side
12.5	Cycle barriers	2	Pair	1000	2000	Staggered barriers at either end of route to reduce speed of cyclists
12.6	Waymarking	2	No	0	0	Cost included in project 25
12.7	Lighting upgrade - Gomm Road	10	No	1000	10000	Fit new white light bulb and lantern to existing columns (eg Urbis Sapphire lantern with 45/60Watt Cosmopolis lamp)
12.8	Lighting - new path	8	No	2500	20000	5m high column white lighting eg Urbis Sapphire lantern with 45W Cosmopolis lamp and 1770 reflector on 5m colmns set at 16m centres along route (including installation, testing and making good surfaces)
Construction sub-total					74000	
12.9	Preliminaries (15%)				11100	
Sub-total construction and preliminaries					85100	
12.10	Consultation and community engagement				500	Based on one day consultancy support to cover consultation by letter and local meeting
12.11	Surveys				4000	Topographical survey and utilities survey
12.12	Professional fees (15%)				12765	
12.13	LBS Project management (8%)				6808	
12.14	Contingency (15%)				12765	
Total project 12					121938	

Location:



Description:

A pedestrian/cycle route already exists between Surrey Quays car park and Lower Road via a stepped and ramped walkway. The existence of this route is not apparent and the cut through is not located in the most convenient position. Furthermore, the busy Lower Road currently separates this route from Southwark Park and there are few entrances to the park directly from Lower Road. Greater continuation could be achieved here to allow pedestrians and cyclists to move more easily between these two destinations and improve access to the park from Lower Road.

Improvements for this route would include the addition of tree planting to both Orange Place and Hothfield place, which would help extend the influence of Southwark Park. The route from Surrey Quays would be continued across Lower Road, down via Orange Place, guiding pedestrians and cyclists straight towards a new entrance to Southwark Park at the end of Orange Place. This entrance would comprise a pair of brick piers and steel gate as featured at all existing park entrance points.



The existing stepped and ramped access joining the car park at Surrey Quays



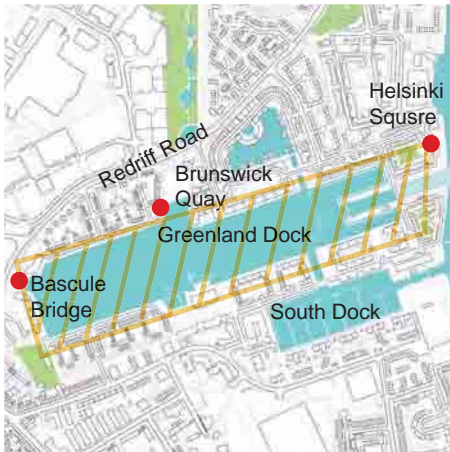
The route continuing along Hothfield Place



The view looking towards Southwark Park from Hothfield Place

13 Canada Water to Southwark Park route improvements – Option B via Hothfield Place						
Ref	Description	Quantity	Unit	Rate (£)	Total	Notes
13.1	Vegetation thinning	1	Item	800	800	To open up sight line between Hothfield Place and Canada Water town centre
13.2	Street trees	14	no	1000	14000	On Orange Place and Hothfield Place including tree grilles, stakes and irrigation system
13.3	Site clearance	1	Item	800	800	Removal of fence and vegetation to accommodate new entrance to Southwark Park
13.4	Southwark Park brick entrance piers	2	Item	2500	5000	Including attachment to existing fencing
13.5	Southwark Park pedestrian gate	1	Item	2000	2000	Cost covers supply and installation.
13.6	Pedestrian path	70	Lin m	125	8750	Creation of new 2m wide path in Southwark Park connecting new entrance with existing path network
13.7	Waymarking	2	No	0	0	Cost included in project 25
13.8	Lighting upgrade	9	No	1000	9000	Fit new white light bulb and lantern to existing columns (eg Urbis Sapphire lantern with 45/60Watt Cosmopolis lamp)
		Construction sub-total			40350	
13.9	Preliminaries (15%)				6053	
		Sub-total construction and preliminaries			46403	
13.10	Consultation and community engagement				500	Based on one day consultancy support to cover consultation by letter and local meeting
13.11	Surveys				4000	Topographical survey and utilities survey
13.12	Professional fees (15%)				6960	
13.13	LBS Project management (8%)				3712	
13.14	Contingency (15%)				6960	
		Total project 13			68535	

Location:



Description:

Greenland Dock, as London's oldest Dock, provides a large focal space and excellent water sport facilities. However, the Dock side features standard seating and paving details and hence has a monotonous surface treatment, which would benefit from some spatial hierarchy. As an historic dock, it features interesting paraphernalia yet this is scattered throughout the public realm and often lacks meaningful interpretation.

Improvements to this area focus on three key spaces - the Bascule Bridge, Helsinki Square and Brunswick Quay to help introduce a series of varied, yet complementary spaces around the dock side.

The Bascule bridge is a striking feature, which forms an interesting backdrop to the dock and an elevated viewing platform. This could be further enhanced through the introduction of bespoke seating elements, an integrated art work and feature lighting to provide a dramatic accent at night.

Helsinki Square, fronts the Thames and occupies a prime location. At present, it simply comprises a large paved area, which incorporates car parking and a sculpture. This would be transformed to provide an attractive green amenity space with play opportunities. The expanse of hard paving would be softened with the introduction of grass and tree planting. The introduction of seating elements and feature paving would further define the space.

Brunswick Quay would be improved by resurfacing to remove irregularities caused by root heave (to be implemented autumn 2009), with further improvements when funding is available of new tree planting, interpretation, site furniture and signage.



The Bascule bridge feature at the west end of Greenland Dock



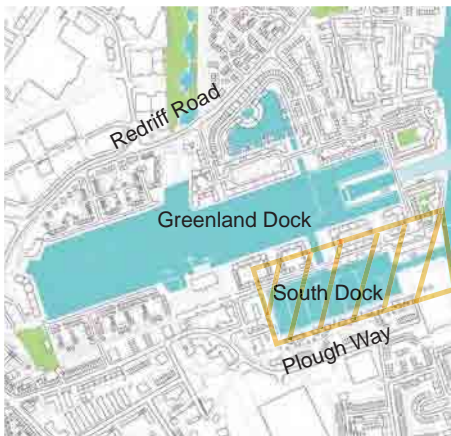
View of Greenland Dock looking east towards Canary Wharf



View of a heritage feature from the eastern tip of Greenland Dock

14 Greenland Dock public realm improvements						
<i>Ref</i>	<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Rate (£)</i>	<i>Total</i>	<i>Notes</i>
Bascule Bridge						
14.1	Mural/artwork	1	Item	10,000	10000	Artwork to be developed in consultation with local community
14.2	Feature lighting	1	Item	10,000	10000	Supply and installation
14.3	Bespoke seating	5	No	2000	10000	
14.4 Helsinki square pocket park						
14.5	Demolition and clearance	2000	m2	10	20000	Break out and remove existing paving and sub-base (Includes disposal off site to licensed tip - assumes material is not contaminated)
14.6	Grass	1000	m2	20	20000	Cultivate, import topsoil, seed with grass mix,
14.7	Feature paving	500	m2	125	62500	To accommodate seating and interpretation areas
14.8	Tree planting	15	No	2000	30000	Including urban soil, stakes and irrigation system
14.9	Seating	7	No	900	6300	
14.10	Litter bins	4	No	500	2000	
14.11	Planting	500	m2	30	15000	Ornamental planting including topsoil, cultivation, planting and mulching
14.12	Play features	1	Item	0	0	Bespoke designed play features. To be costed separately
14.13	Interpretation feature	1	Item	8000	8000	Bespoke designed interpretation feature reflecting site history and/or interpretation of the view
14.14	Waymarking	5	No	0	0	Cost included in project 25
Dock surrounds						
14.14	Intpretation boards	3	No	1500	4500	
14.15	Feature lighting	1	Item	25000	25000	Feature lighting around the dock to punctuate public realm and accentuate key features/key trees
Brunswick Quay						
14.16	Tree planting	15	No	1000	15000	Including urban soil, stakes and irrigation system
14.17	Seating	7	No	900	6300	
14.18	Litter bins	3	No	500	1500	
14.19	Interpretation	1	No	3000	3000	
14.20	Feature paving	400	m2	0	0	To be implemented autumn 2009. Costed separately.
Construction sub-total					249100	
14.21	Preliminaries (15%)				37365	
Sub-total construction and preliminaries					286465	
14.22	Consultation and community engagement				1000	Based on two day consultancy support to cover consultation by letter and local meeting
14.23	Surveys				8000	Topographical survey (in selected areas where works proposed)
14.24	Contaminated land survey				8000	For site of proposed Helsinki Square pocket park
14.25	Professional fees (15%)				42970	
14.26	LBS Project management (8%)				22917	
14.27	Contingency (15%)				42970	
Total project 14					412322	

Location:



Description:

South Dock, has a working connection to Greenland Dock and incorporates London's largest working marina and an arrival point from the Thames Clipper. This arrival point is currently unremarkable and there is scope here to create a better sense of arrival and orientation. Like Greenland Dock, it also features a largely monotonous edge with both a lack of variation in surface treatment and a lack spatial hierarchy. Signage is present but un-coordinated with conflicting directions.

Proposed enhancements seek to enliven the Thames Clipper arrival space through the resurfacing of this area. Provision of seating would be an important addition here to create a place to wait and take in views across the Thames. Co-ordinated sign posts would aid orientation and these would be complemented by lively interpretation boards, which would add to the visual and historical interest of the area. The dock side would also benefit from the integration of art works which would further punctuate and animate the space.



The Thames Clipper landing area at South Dock



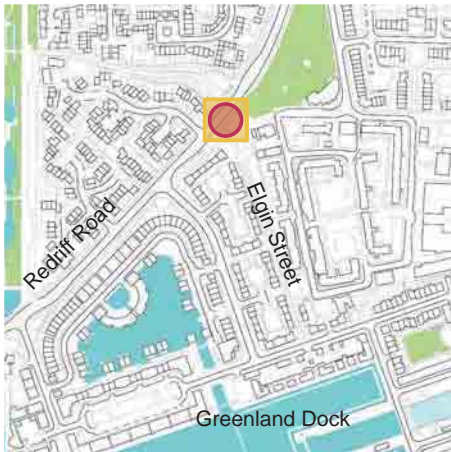
View looking west across South Dock



View looking south at the eastern end of the South Dock marina

15 South Dock public realm improvements						
Ref	Description	Quantity	Unit	Rate (£)	Total	Notes
15.1	Gazebo demolition and removal	1	Item	2000	2000	
15.2	Resurfacing Thames Clipper arrival point	650	m2	90	58500	Tegula paving with granite sett detailing
15.3	Seating	8	No	900	7200	
15.4	Interpretation boards	4	No	3000	12000	Includes artwork, supply and installation
15.5	Litter bins	6	No	500	3000	
15.6	Public art	1	Item	15,000	15000	Artwork to be developed in consultation with local community
15.7	Lighting upgrade (dock south side)	10	No	1000	10000	Fit new white light bulb and lantern to existing columns (eg Urbis Sapphire lantern with 45/60Watt Cosmopolis lamp)
15.8	Waymarking	4	No	0	0	Cost included in project 25
		Construction sub-total			107700	
15.9	Preliminaries (15%)				16155	
		Sub-total construction and preliminaries			123855	
15.10	Consultation and community engagement				1000	Based on two day consultancy support to cover consultation by letter and local meeting
15.11	Surveys					
15.12	Professional fees (15%)				18578	
15.13	LBS Project management (8%)				9908	
15.14	Contingency (15%)				18578	
		Total project 15			171920	

Location:



Description:

The Ship Inn is a popular pub, with outdoor seating area which spills out onto the adjacent pedestrianised area. However, the surface treatment in this space is poor quality and has suffered considerably from root heave. Vegetation in and around the space has become large and overgrown and obstructs views into and across the space. The Lady Dock underpass connects this space and the route from Russia Dock Woodland towards Greenland Dock. This is dark and does not benefit from the feature art work and identity which is found in other underpasses across the peninsula.

Improvements to this area seek to instate a more attractive spill out area to the pub and focal area along the route through the introduction of feature paving and seating. Vegetation would be thinned around the perimeter and in the centre of the space to open it up and provide a lighter setting. The underpass would be cleaned and repainted and an enhanced lighting scheme introduced with an artwork .



The Ship Inn spill out space



The Ship Inn spill out space, view from the underpass



The Ship Inn spill out space, view towards the underpass

16 Ship Inn focal area and Lady Dock Underpass						
Ref	Description	Quantity	Unit	Rate (£)	Total	Notes
16.1	Vegetation clearance	1	Item	1600	1600	Removal of existing trees in raised beds and thinning of vegetation around perimeter of space
16.2	Site clearance	1	Item	3500	3500	Break out and removal of all existing hard surfacing and central raised beds
16.3	Feature paving	300	m2	125	37500	Rate allows for raising levels around trees. Tegula paving with granite sett detailing
16.4	Seating	4	No	900	3600	
16.5	Waymarking	2	No	0	0	Cost included in project 25
16.6	Lighting	8	No	2500	20000	Additional lighting to increase lighting levels at focal area. White lighting eg Urbis Sapphire lantern with 60W Cosmopolis lamp and 1770 reflector on 5m columns set at 10m centres around focal point (including installation, testing and making good surfaces)
16.7	Clean underpass soffit and walls	300	m2	10	3000	
16.8	Isolate and remove existing lighting/cables/conduits	1	Item	2000	2000	
16.9	New underpass lighting	1	Item	10000	10000	
Construction sub-total					81200	
16.10	Preliminaries (15%)				12180	
Sub-total construction and preliminaries					93380	
16.11	Consultation and community engagement				500	Based on one day consultancy support to cover consultation by letter and local meeting
16.12	Surveys				4000	Topographical and utilities survey
16.13	Professional fees (15%)				14007	
16.14	LBS Project management (8%)				7470	
16.15	Contingency (15%)				14007	
Total project 16					133364	

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Location:



Description:

Elgar Street greenway currently provides a pleasant and direct route towards Greenland Dock via Finland Street for cyclists and pedestrians. However the surface has become damaged by root heave from the Plane trees which line the route and lighting levels are low. There is also the opportunity to raise the profile of the route entrance at the southern end of the route to raise the presence of the route on Finland Street.

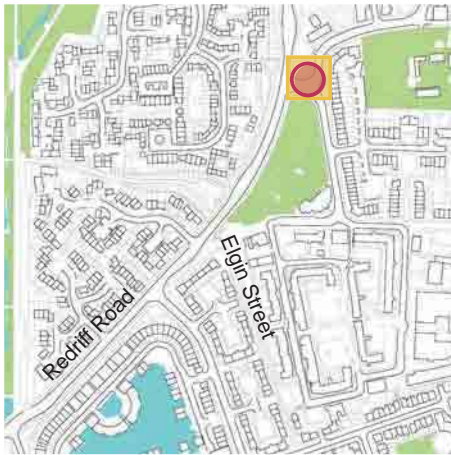
Proposed improvements to the route comprise: resurfacing to address the problems caused by root heave, improved lighting and a bespoke designed waymarking feature at the junction with Finland Street.



View looking south along the green way

17 Elgar Street greenway route improvements						
Ref	Description	Quantity	Unit	Rate (£)	Total	Notes
17.1	Path resurfacing	180	m ²	80	14400	Localised resurfacing to repair irregularities caused by root heave. Cost based on assumption of repairs to 20% of paving on Elgar road greenway.
17.2	Waymarking	1	No	0	0	Bespoke waymarker at junction of route with Finland Street. Cost included in project 25
17.3	Lighting upgrade	11	No	1000	11000	Fit new white light bulb and lantern to existing columns (eg Urbis Sapphire lantern with 45/60Watt Cosmopolis lamp)
Construction sub-total					25400	
17.4	Preliminaries (15%)				3810	
Sub-total construction and preliminaries					29210	
17.5	Consultation and community engagement				500	Based on one day consultancy support to cover consultation by letter and local meeting
17.6	Surveys				4000	Topographical and utilities survey
17.7	Professional fees (15%)				4382	
17.8	LBS Project management (8%)				2337	
17.9	Contingency (15%)				4382	
Total project 17					44810	

Location:



Description:

Redriff Road/Salter Road forms the main arterial road around the peninsula. The road is wide with broad grass verges but has few landmarks along it to punctuate the route. An artwork is proposed at the junction between Rotherhithe Street and Salter Road to form a landmark on the arterial road and to assist with wayfinding to the Surrey Docks City Farm.



View at the corner of the junction looking south on Salter Road



View looking into Rotherhithe Street from Salter Road



View on Rotherhithe Street looking east towards Surrey Docks Farm

18 Focal point junction between Rotherhithe Street and Salter Road						
<i>Ref</i>	<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Rate (£)</i>	<i>Total</i>	<i>Notes</i>
18.1	Vegetation clearance	1	Item	1000	1000	Clearance of existing vegetation to accommodate artwork
18.2	Public art	1	Item	15,000	15000	Artwork to be developed in consultation with local community (Includes installation costs and setting)
18.3	Waymarking	1	No	0	0	Cost included in project 25
Construction sub-total					16000	
18.4	Preliminaries (15%)				2400	
and preliminaries					18400	
18.5	Consultation and community engagement				250	Based on half day consultancy support to cover consultation by letter/phone
18.6	Surveys					N/A
18.7	Professional fees (15%)				2760	
18.8	LBS Project management (8%)				1472	
18.9	Contingency (15%)				2760	
Total project 18					25642	

Location:



Description:

Durands Wharf currently provides an, open, green setting situated alongside the Thames path and provides a destination point on route 4. The space has potential for significant improvements however these are the subject of a separate study of open spaces on the peninsula. Improvements are proposed relating to the pedestrian/cycle route to provide a more welcoming arrival point at the end of the route. Proposals include the removal of the vehicular gate barrier and adjacent bollards. These would be replaced by new removable black bollards. Localised path repairs and improved lighting would refresh the appearance of the route.



Durands Wharf looking east towards Canary Wharf



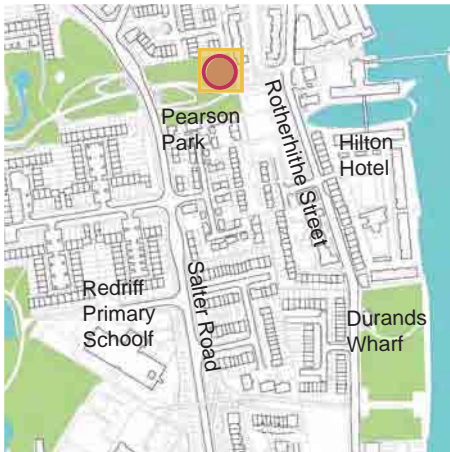
Entrance of Durands Wharf from Durands Walk



The walk way along the front of Durands Wharf

19 Durands Wharf gateway improvements						
Ref	Description	Quantity	Unit	Rate (£)	Total	Notes
19.1	Removal of existing gate and tall bollards	1	Item	500	500	Currently unco-ordinated and irregularly spaced
19.2	Removable black bollards	3	No	350	1050	Supply and install. To replace gate removed.
19.3	Waymarking	1	No	0	0	Cost included in project 25
Construction sub-total					1550	
19.4	Preliminaries (15%)				0	
Sub-total construction and preliminaries					1550	
19.5	Consultation and community engagement				250	Based on half day consultancy support to cover consultation by letter/phone
19.6	Surveys				4000	Topographical and utilities survey
19.7	Professional fees (15%)				233	
19.8	LBS Project management (8%)				124	
19.9	Contingency (15%)				233	
Total project 19					6389	

Location:



Description:

Pearson Park forms the northern end of route one. This gateway area is opposite the Hilton Hotel, which along with the ferry link to Canary Wharf provides a key destination point at the origin of route one. However, the entrance to this space and the related route is narrow and sits at an awkward angle to Rotherhithe Street. It is uninviting and currently has a low level of useage.

Enhancements to this space seek to open up the entrance and form a more generous, inviting area for pedestrians and cyclists. There is a redundant sub space (formerly a play area) immediately within this gateway area, which would be reconfigured and reactivated as an area of open space with seating and lighting. In addition, feature paving would demarcate a clear threshold at this entrance and clear signage would aid orientation.



The unused space opposite Pearsons Park



Pearsons Park overlooked by the Hilton Hotel at the start of route A1

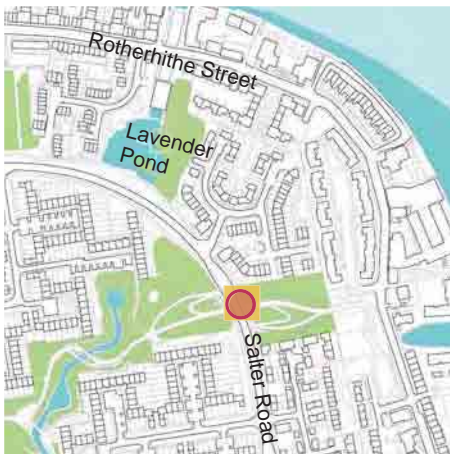


The entrance to Nelson Walk at the start of route A1

20	Pearson Park route gateway					
Ref	Description	Quantity	Unit	Rate (£)	Total	Notes
20.1	Site clearance	300	m2	20	6000	Break out and remove existing surfacing around route entrance on Rotherhithe Street (opp Hilton Hotel)
20.2	New pedestrian gate	1	Item	1000	1000	(Opp Hilton Hotel entrance) Including installation and alterations to existing boundary to accommodate new gate.
20.3	Entrance surfacing	200	m2	100	20000	To accommodate new entrance from Rotherhithe Street. Includes kerbs.
20.4	Waymarking	1	No	0	0	Cost included in project 25
20.5	Conversion of former play area to open space	535	m2	70	37450	Cost assumes break out and removal of existing hard surfacing, play surfacing and gates, ground preparation, replacement with grass and spring bulbs
20.6	Seating	4	No	900	3600	Cost covers supply and installation.
20.7	Focal area lighting	6	No	2500	15000	Additional lighting to increase lighting levels at focal area. White lighting eg Urbis Sapphire lantern with 60W Cosmopolis lamp and 1770 reflector on 5m colmns set at 10m centres around focal point (including installation, testing and making good surfaces)
		Construction sub-total			83050	
20.8	Preliminaries (15%)				12458	
		Sub-total construction and preliminaries			95508	
20.9	Consultation and community engagement					Based on one day consultancy support to cover consultation by letter and local meeting
20.1	Surveys				4000	Topographical and utilities survey
20.11	Professional fees (15%)				14326	
20.12	LBS Project management (8%)				7641	
20.13	Contingency (15%)				14326	
		Total project 20			135800	

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Location:



Description:

Nelson Walk provides a route between Rotherhithe Street and Russia Dock Woodland via Nelson Underpass (which passes under Salter Road). Nelson Underpass currently helps to aid way finding due to the bespoke mosaic art work that lines its interior. However, it is difficult to appreciate this feature as it is dimly lit and seems worn and dirty. There is also a shortage of signage along the route which makes wayfinding difficult

Proposed improvements to the underpass include the cleaning of the underpass soffit and walls with the introduction of new lighting to enhance the mosaic feature. Way finding would also be improved through the introduction of clear signage in the vicinity of the underpass.



The Nelson Walk underpass looking west



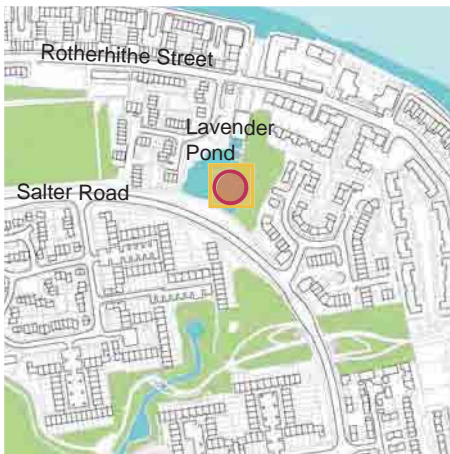
The interior of Nelson Walk underpass



The Nelson Walk underpass looking east

21	Nelson Walk east and Nelson Underpass					
Ref	Description	Quantity	Unit	Rate (£)	Total	Notes
21.1	Clean underpass soffit and walls	300	m2	10	3000	
21.2	Isolate and remove existing lighting/cables/conduits	1	Item	2500	2500	
21.3	New underpass lighting	1	Item	10000	10000	
21.4	Waymarking	2	No	0	0	Cost included in project 25
21.5	Path lighting	10	No	2500	25000	Additional lighting to increase lighting levels at approach to underpass. White lighting eg Urbis Sapphire lantern with 60W Cosmopolis lamp and 1770 reflector on 5m colms set at 10m centres around focal point (including installation, testing and making good surfaces)
		Construction sub-total			40500	
21.6	Preliminaries (15%)				6075	
		Sub-total construction and preliminaries			46575	
21.7	Consultation and community engagement				500	Based on one day consultancy support to cover consultation by letter and local meeting
21.8	Surveys				4000	Topographical and utilities survey
21.9	Professional fees (15%)				6986	
21.10	LBS Project management (8%)				3726	
21.11	Contingency (15%)				6986	
		Total project 21			68774	

Location:



Description:

Lavender pond is currently a pleasant and distinctive space which sits in front of the historic pump house building, offering a valuable educational and ecological resource. Unfortunately, however, many of the elements such as signage and seating appear worn and tired. Situated off the main streets between Salter Road and Rotherhithe Street, its presence on the peninsula could be increased and accessibility could be improved with upgraded pedestrian/cycle routes leading to and from it.

Improvements to this area include the creation of a cycle path along the existing footway on the north side of Salter Road. This route would then be continued along Lavender Dock Road footway, where the path would be resurfaced to benefit both cyclists and pedestrians. In addition, the immediate pond surrounds would be upgraded with new seating elements, feature paving and interpretation signs to help visitors fully appreciate this unique attraction.



The perimeter of Lavender Pond



View looking across Lavender Pond from Salter Road

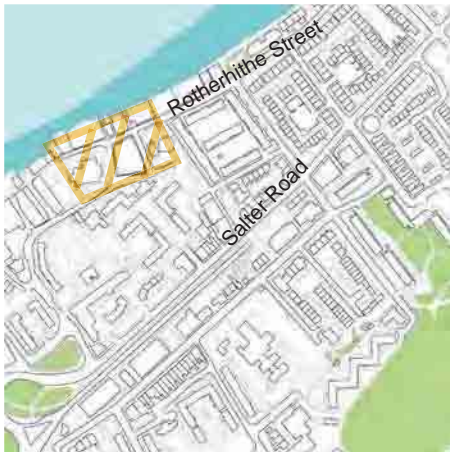


Signage and interpretation around Lavender Pond

22 Lavender Pond focal area						
<i>Ref</i>	<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Rate (£)</i>	<i>Total</i>	<i>Notes</i>
22.1	Cycle route pavement markings - Salter Road	1	Item	500	500	To indicate cycle route along existing footway
22.2	Lavender Dock road - Resurface existing pavement and path with red macadam and cycle route markings	338	m2	30	10140	To indicate cycle route between Rotherhithe Street and Salter Road. Top dressing on existing surfacing
22.3	Waymarking	2	No	0	0	Cost included in project 25
22.4	Site clearance - Lavender Dock	387	m2	30	11610	Cost assumes break out and removal of existing irregular hard surfacing, poor quality boundaries and seating
22.5	Feature paving	387	m2	90	34830	To provide improved setting for lavender dock seating area
22.6	Seating	2	No	900	1800	Cost covers supply and installation.
22.7	Interpretation	1	No	3000	3000	
22.8	Lighting upgrade		No	1000	0	Fit new white light bulb and lantern to existing columns (eg Urbis Sapphire lantern with 45/60Watt Cosmopolis lamp)
		Construction sub-total			61880	
22.9	Preliminaries (15%)				9282	
		Sub-total construction and preliminaries			71162	
22.10	Consultation and community engagement				500	Based on one day consultancy support to cover consultation by letter and local meeting
22.11	Surveys				4000	Topographical and utilities survey
22.12	Professional fees (15%)				10674	
22.13	LBS Project management (8%)				5693	
22.14	Contingency (15%)				10674	
		Total project 22			102704	

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Location:



Description:

St Mary Rotherhithe Conservation Area is the historic centre of Rotherhithe and an important tourist destination and local focal area. The churchyard currently contains one item of play equipment and the church yard garden opposite is well kept but underused.

Improvements include the addition of improved play equipment in St Mary's churchyard and the introduction of interpretation boards to encourage greater use and appreciation of the churchyard site and its history. The church car park would also be upgraded, with the block paving being replaced with an alternative surface eg resin bound aggregate. This would provide a more sympathetic, heritage orientated surface and an enhanced setting for the church.



View looking towards St Mary's church from the churchyard



The existing play facilities within St Mary's church ground



View looking into St Mary's church yard from St Mary Church Street

23 St Mary's Conservation Area public realm improvements						
Ref	Description	Quantity	Unit	Rate (£)	Total	Notes
23.1	Break out and remove existing block paving car park surfacing	190	m3	50	9500	
23.2	Childrens play equipment	1	Item	0	0	To be costed separately
23.3	Safety surfacing	27.5	m2	0	0	To be costed separately as part of childrens play area works
23.4	Car park resurfacing	190	m2	100	19000	Resin-bound aggregate with conservation kerb edging
23.5	Interpretation boards	1	no	1500	1500	A1 size LB Southwark interpretation board
23.6	Waymarking	2	No	0	0	Cost included in project 25
		Construction sub-total			30000	
23.7	Preliminaries (15%)				4500	
		Sub-total construction and preliminaries			34500	
23.8	Consultation and community engagement				500	Based on one day consultancy support to cover consultation by letter and local meeting
23.9	Surveys				2000	Topographical survey
23.10	Professional fees (15%)				5175	
23.11	LBS Project management (8%)				2760	
23.12	Contingency (15%)				5175	
		Total project 22			50110	

Location:



Description:

This route currently provides a pleasant and direct pedestrian route from the youth hostel past Surrey Water along Deal Porters Way to Canada Water tube station. However, this route is unsigned and unclear and the dense strip of vegetation along Deal Porters Way makes this part of the route seem enclosed, and unsafe when dark. Furthermore, the vegetation prohibits natural surveillance that the housing fronting onto this route could otherwise offer.

Enhancements to this route include vegetation clearance and crown lifting to open up the space and allow for more effective street lighting and surveillance. In addition to this, wayfinding posts would provide clear directions.



View looking northwards along Deal Porters Walk



View west into neighbouring housing developments from Deal Porters Walk



View of the desire line looking north towards Surrey Water

24 Route from YHA to Jubilee Line						
Ref	Description	Quantity	Unit	Rate (£)	Total	Notes
24.1	Vegetation clearance	1	Item	1600	1600	To open up sightlines along and into path
24.2	Lighting upgrade	26	No	1000	26000	Fit new white light bulb and lantern to existing columns (eg Urbis Sapphire lantern with 45/60Watt Cosmopolis lamp)
24.3	Waymarking	2	No	0	0	Cost included in project 25
Construction sub-total					27600	
24.4	Preliminaries (15%)				4140	
Sub-total construction and preliminaries					31740	
24.5	Consultation and community engagement				500	Based on one day consultancy support to cover consultation by letter and local meeting
24.6	Surveys				4000	Topographical and utilities survey
24.7	Professional fees (15%)				4761	
24.8	LBS Project management (8%)				2539	
24.9	Contingency (15%)				4761	
Total project 23					48301	

25. Signage Strategy

Description:



Wayfinding on the peninsula is currently difficult with few landmarks to assist instinctive wayfinding, few clear, direct routes and inconsistent signage. The peninsula currently has a variety of different signs, which on occasion exist within the same location providing conflicting information. Overall there is a lack of uniformity in the approach to signage which causes confusion and this is exacerbated by the fact that some signs face the wrong way or are worn making them difficult to read. Use and legibility of the pedestrian and cycle routes on the peninsula is significantly compromised by the poor signage.

A wayfinding strategy should be developed for the area to ensure consistency and clarity for the peninsula. This strategy should be developed in accordance with the legible city principles. All existing signs need to be reviewed and a strategy developed for a clear and consistent system of signing. The need for signage in this area is particularly important, for even with route improvements there would remain a number of areas where wayfinding proves difficult due to the inherent layout of the urban grain.

25	Signage strategy					
Ref	Description	Quantity	Unit	Rate (£)	Total	Notes
25.1	Signage strategy for the peninsula	1	Item	40000	40000	Consultancy costs
25.2	Implementation of peninsula-wide co-ordinated signage	1	Item	200000	200000	Extent, location and design of signage to be established following signage strategy consultancy commission.
		Sub-total consultancy cost			240000	
25.3	Consultation and community engagement				1000	Based on two days consultancy support to cover consultation by letter and local meeting
25.4	Surveys				0	N/A
25.5	Professional fees (15%)				0	N/A
25.6	LBS Project management (8%)				19200	
25.7	Contingency (15%)				36000	
		Total project 24			296200	

26. Development of Route A1 as Primary Peninsula Route

Location:



Description:

Route A1 incorporates a series of routes that already exist, with the exception of an intervention through a small part of Russia Dock Woodland. Route A1 links two key destinations – the Hilton Hotel to Canada Water tube and Surrey Quays shopping centre. The majority of this route is currently surfaced with a combination of block paving and macadam.

The intention is to highlight this route as the main pedestrian and cyclist artery running through the peninsula. In order to do this and grant coherence and continuation to the route, the path would be resurfaced with concrete blocks to demarcate pedestrian areas and red macadam to indicate the cycle path. These areas would then be edged with granite setts to achieve a higher quality finish. At the southern end of the route, it is proposed to narrow Canada Street (currently c.8m wide with laybys) to 5m. The road is currently used on both sides for parking. It is believed that most of this is by commuters using the road as free parking and travelling into the centre of London from Canada Water tube station. The narrowed road will allow the creation of a separate pedestrian and cycle route on the south side of the road lined with trees. This will provide a prominent start to Route One and encourage the use of this central pedestrian /cycle route through the peninsula. Art works developed in consultation with the local community would add definition and interest and would further indicate its priority as a route. In addition, a lighting upgrade would grant a greater level of safety.

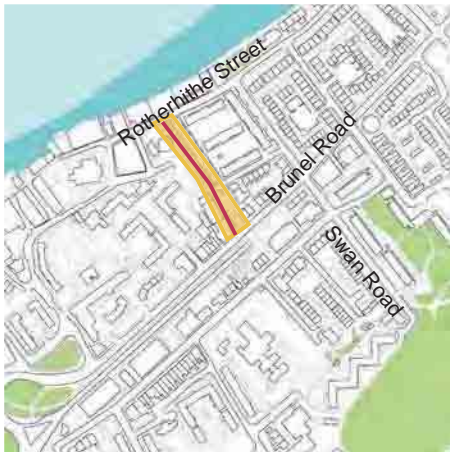
26	Development of route A1 as primary peninsula route					
Ref	Description	Quantity	Unit	Rate (£)	Total	Notes
26.1	Public art project along route A1	1	Item	50000	50000	
Section A1.1: Hilton Hotel entrance, Pearson Park and Nelson Walk north						
26.2	Break out existing path surfacing	520	m2	15	7800	Remove to a licensed tip. Retain existing sub-base
26.3	Granite edging to path	130	Lin m	100	13000	Assumes triple row of granite setts both sides of path and between cycle and pedestrian paths
26.4	Resurface cycle path with red macadam	260	m2	30	7800	Assumes laid on top of existing sub-base
26.5	Resurface pedestrian path with brindle concrete blocks	260	m2	40	10400	Assumes laid on top of existing sub-base
26.6	Lighting	10	No	2500	25000	5m high column white lighting eg Urbis Sapphire lantern with 45W Cosmopolis lamp and 1770 reflector on 5m colms set at 16m centres along route (including installation, testing and making good surfaces)
Section A1.2: Nelson Walk south						
26.7	Vegetation clearance	1	Item	1600	1600	
26.8	Break out existing surfacing	1160	m2	15	17400	Remove to a licensed tip. Retain existing sub-base
26.9	Installation of granite edging to path	290	Lin m	40	11600	Assumes triple row of granite setts both sides of path and between cycle and pedestrian paths
26.10	Resurface cycle path with red macadam	580	m2	30	17400	
26.11	Resurface pedestrian path with brindle concrete blocks	580	m2	40	23200	Assumes laid on top of existing surfacing
26.12	Lighting	18	No	2500	45000	5m high column white lighting eg Urbis Sapphire lantern with 45W Cosmopolis lamp and 1770 reflector on 5m colms set at 16m centres along route (including installation, testing and making good surfaces)
Section A1.3: New path east of Mellish Fields						
26.13	Granite edging to path	80	Lin m	100	8000	Assumes triple row of granite setts both sides of path

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Section A1.4: Path upgrade through Stave Hill ecology park						
26.15	Granite edging to path	140	Lin m	80	11200	Assumes triple row of granite setts both sides of path
Section A1.5: St Elmos Road						
26.16	Remove and dispose existing brick surfacing to ramp	70	m2	15	1050	
26.17	Resurface ramp with red macadam	70	m2	30	2100	Assumes laid on top of existing sub-base
26.17	Granite edging to cycle path	35	Lin m	100	3500	
26.18	Staggered cycle barriers	2	Pair	1000	2000	Supply and installation of hoop barriers. Includes making good of surrounding surfacing
26.19	Lighting	8	No	2500	20000	5m high column white lighting eg Urbis Sapphire lantern with 45W Cosmopolis lamp and 1770 reflector on 5m colms set at 16m centres along route (including installation, testing and making good surfaces)
Section A1.6: Archangel Street						
26.20	Break out existing loose surfacing	800	m2	15	12000	Remove to a licensed tip. Retain existing sub-base. To allow creation of segregated pedestrian and cycle path adjacent to road.
26.21	Installation of granite edging to path	200	Lin m	100	20000	Assumes triple row of granite setts both sides of path and between cycle and pedestrian paths
26.23	Lay new segregated cycle path with red macadam	400	m2	30	12000	To replace broad loose gravel path
26.24	Lay new segregated pedestrian path with brindle concrete blocks	400	m2	40	16000	Assumes laid on top of existing surfacing
Section A1.7: Canada Street						
26.26	Break out kerb, pavement and road.	2200	m2	15	33000	To allow road to be narrowed to 5m wide and creation of new separate pedestrian and cycle route adjacent to road. Retain kerb and blocks for re-use. Dispose of excess material to licensed tip.
26.27	Relay block pave road and edging to 5m wide with associated drainage	1	Item	250000	250000	Note: further work required to establish extent of highway works required and associated drainage and works to services. Cost given is initial draft estimate.
26.29	Installation of granite edging to path	180	Lin m	100	18000	Assumes triple row of granite setts both sides of path and between cycle and pedestrian paths
26.30	Lay new segregated cycle path with red macadam	360	m2	30	10800	
26.31	Lay new segregated pedestrian path with brindle concrete blocks	360	m2	40	14400	Existing blocks re-used where possible.
26.32	Install road tables	2	No	45000	90000	To allow level crossing over Quebec Way and access road to adjacent property
26.33	Street tree planting	13	No	2000	26000	Including urban soil, stakes, tree grilles and irrigation system
Construction sub-total					780250	
26.34	Preliminaries (15%)				117038	
Sub-total construction and preliminaries					897288	
26.35	Consultation and community engagement				2000	Based on four days consultancy support to cover consultation by letter and local meetings
26.36	Surveys				8000	Topographical and utilities survey

26.37	Professional fees (15%)				134593	
26.38	LBS Project management (8%)				71783	
26.39	Contingency (15%)				134593	
		Total for project 27			1248257	

Location:



Description:

This route leads directly to two key attractions - the Brunel Museum and the Thames Path. The approach to which is currently unremarkable. The Road is closed to traffic at its southern end, next to Rotherhithe underground station, and is terminated with a simple seat. At its northern end, a stepped viewing platform with seating offers views across the Thames. The street is residential in nature flanked by flats and often full of parked vehicles.

Proposals seek to improve the approach route to the Museum and Thames Path for pedestrians by introducing a shared surface. The existing seat and light columns will be replaced with those of higher quality. Recycling bins and cycle stands will also be provided and they will be located adjacent to the underground station.

A raised table will provide a link from the Brunel Museum to the Thames path seating area. proposals have been developed separately on behalf of LB Southwark and costings are detailed below.



27		Railway Avenue Improvements				
Description	Item	Rate (£)	Quantity	Total	Sub total	
Raised table at the junction of Rotherhithe Street and Railway Avenue	Site clearance	500	1	£500	£9,044	
	Plane off existing carriageway /sqm	12	72	£864		
	Breakout existing kerb/m	10	11	£110		
	Kerbing (re-use existing)/m	35	11	£385		
	Kerbing (granite)/m	50	11	£550		
	Overlay carriageway (80mm tegular/sqm)	60	72	£4,320		
	Approach ramps (bitumen/sqm)	25	15	£375		
	Drainage gully (per gully)	400	2	£800		
	Gully connections (per gully)	300	2	£600		
	Earthworks / disposal (£/0.1cubic m)	50	7.2	£360		
F'way tactile paving/sqm	45	4	£180			
Raise parking to footway level on Railway Avenue between Rotherhithe Street and	New kerbing (granite/m)	50	110	£5,500	£25,985	
	New footway construction/sqm	40	193	£7,720		
	Overlay new parking (granite setts/sqm)	50	143	£7,150		
	Drainage gully (per gully)	400	4	£1,600		
	Gully connections (per gully)	300	4	£1,200		
	F'way tactile paving/sqm	45	1.45	£65		
	Road markings /m	10	75	£750		
Upgrade public realm on Railway Avenue outside Rotherhithe Station (between Kenning Street and Brunel Road)	Waiting Restrictions (TRO + signing)	2000	1	£2,000	£41,215	
	New kerbing (granite/m)	50	11	£550		
	New footway construction/sqm	40	160	£6,400		
	Breakout existing footway/sqm	10	280	£2,800		
	Earthworks / disposal (£/0.1cubic m)	50	28	£1,400		
	Overlay carriageway (stonegrip/sqm)	30	440	£13,200		
	Site clearance	500	2	£1,000		
	Seating (Montseny Armchairs)	500	5	£2,500		
	Cycle Parking (Sheffield Stands)	300	11	£3,300		
	Recessed Manhole Covers	350	10	£3,500		
Street lighting columns (inc. connections)	1500	3	£4,500			

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	F'way tactile paving/sqm	45	1.45	£65	
	TROs + signing	2000	1	£2,000	
Upgrade Railway Avenue link between Brunel Road and Albion Street	Overlay carriageway (stonegrip/sqm)	60	290	£17,400	£28,080
	Breakout existing kerb/m	10	15	£150	
	Breakout existing footway/sqm	10	290	£2,900	
	Earthworks / disposal (£/0.1cubic m)	50	29	£1,450	
	New carriageway construction/sqm	60	3.5	£210	
	New kerbing (granite/m)	50	13	£650	
	New full depth footway/sqm	40	21	£840	
	F'way tactile paving/sqm	45	4	£180	
	Drainage gully (per gully)	400	1	£400	
	Gully connections (per gully)	300	1	£300	
	Bollard connections	100	2	£200	
	TROs + signing	2000	1	£2,000	
	Recessed Manhole Covers	350	4	£1,400	
		Total project 27			

Location:



Description:

The northern point of Swan Road features a small, attractive pocket park affording views across the Thames. The street is residential in character with vehicular parking and street trees. The pavement to the southern part of Swan Street suffers from root heave and is quite uneven with places and loose metal tree grills provide a further hazard. It is punctuated with an abundance of bollards, particularly on the corner of Kenning Street. Wayfinding is unclear despite its proximity to the tube, the Thames and Surrey Quays shopping centre.

Improvements propose the removal of the excess bollards at Kenning Street, raised tables either side of Brunel Road to provide easier pedestrian crossing points on a key route to Rotherhithe Station. The root heave problem will also be addressed through street works to the southern part of the street.

The first phase of these works comprising resurfacing of Swan Road South were completed Summer 2009. Costings for Phase 2 have been prepared separately on behalf of LB Southwark and are detailed below.



28 Swan Road Improvement					
Description	Item	Rate (£)	Quantity	Total	Sub total
Raised entry treatment (junction with Brunel Road - north side)	Site clearance	500	1	£500	£8,425
	Plane off existing carriageway /sqm	12	65	£780	
	Breakout existing kerb/m	10	20	£200	
	New full depth footway/sqm	40	22	£880	
	Kerbing (re-use existing)/m	35	20	£700	
	Kerbing (granite)/m	50	28	£1,400	
	Overlay carriageway (80mm tegular/sqm)	60	26	£1,560	
	Approach ramps (bitumen/sqm)	25	20	£500	
	Drainage gully (per gully)	400	2	£800	
	Gully connections (per gully)	300	2	£600	
	Earthworks / disposal (£/0.1cubic m)	50	6.5	£325	
	F'way tactile paving/sqm	45	4	£180	
	Raised entry treatment (junction with Brunel Road - south side)	Site clearance	500	1	
Plane off existing carriageway /sqm		12	60	£720	
Breakout existing kerb/m		10	20	£200	
New full depth footway/sqm		40	20	£800	
Kerbing (re-use existing)/m		35	20	£700	
Kerbing (granite)/m		50	28	£1,400	
Overlay carriageway (80mm tegular/sqm)		60	23	£1,380	
Approach ramps (bitumen/sqm)		25	17	£425	
Drainage gully (per gully)		400	2	£800	
Gully connections (per gully)		300	2	£600	
Earthworks / disposal (£/0.1cubic m)		50	6	£300	
F'way tactile paving/sqm		45	5	£225	
Partial Footway Reconstruction (Albion Street - Seth Street)		Site clearance	500	1	£500
	Breakout existing kerb/m	10	45	£450	
	Breakout existing footway/sqm	10	280	£2,800	
	Tree root protection/sqm	10	280	£2,800	
	New full depth footway/sqm	40	280	£11,200	
	Kerbing (re-use existing)/m	35	45	£1,575	
	Earthworks / disposal (£/0.1cubic m)	50	28	£1,400	
Tree pits (stonegrip/sqm)	30	25.5	£765		

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Road Markings	Cycle Logos	50	4	£200	£200
Total project 28				£38,165	

Location:



Description:

Albion Street comprises a parade of shops but is largely quiet and lifeless with some redundant units. Its presence is not readily felt in the area.

Street planting will add life to this street this will be incorporated within a widened pavement along with street parking. A raised table will create a gateway into the shopping parade and new street lighting will provide a further lift to the street.

Costings have been prepared separately on behalf of LB Southwark and are detailed below.



29 Albion Street Improvements					
Description	Item	Rate (£)	Quantity	Total	Sub total
Raised entry treatment (at junction of Albion Street and Swan Road)	Site clearance	500	1	£500	£9,399
	Plane off existing carriageway /sqm	12	77	£924	
	Breakout existing kerb/m	10	24	£240	
	New full depth footway/sqm	40	32	£1,280	
	Kerbing (re-use existing)/m	35	24	£840	
	Kerbing (granite)/m	50	28	£1,400	
	Overlay carriageway (80mm tegular/sqm)	60	30	£1,800	
	Approach ramps (bitumen/sqm)	25	18	£450	
	Drainage gully (per gully)	400	2	£800	
	Gully connections (per gully)	300	2	£600	
	Earthworks / disposal (£/0.1 cubic m)	50	7.7	£385	
	F'way tactile paving/sqm	45	4	£180	
	Road Markings	Cycle Logos	50	2	
Raised tables on Albion Street at junctions of Renforth Street and Neptune Street; existing parking to be raised to level of footway; tree planing and lighting.	Site clearance	500	2	£1,000	£88,115
	Plane off existing carriageway /sqm	12	1000	£12,000	
	Breakout existing kerb/m	10	227	£2,270	
	New full depth footway/sqm	40	195	£7,800	
	Kerbing (re lay existing)/m	35	144	£5,040	
	Kerbing (re-use existing)/m	35	83	£2,905	
	Kerbing (granite)/m	50	285	£14,250	
	Overlay carriageway (80mm tegular/sqm)	60	144	£8,640	
	Overlay carriageway (bitumen/sqm)	25	375	£9,375	
	Approach ramps (bitumen/sqm)	25	25	£625	
	Drainage gully (per gully)	400	8	£3,200	
	Gully connections (per gully)	300	8	£2,400	
	Earthworks / disposal (£/0.1 cubic m)	50	100	£5,000	
	Recessed Manhole Covers	350	15	£5,250	
	Street lighting columns (inc. connections)	1500	4	£6,000	
Planting / Landscaping	2000	1	£2,000		
F'way tactile paving/sqm	45	8	£360		
Total project 29					£97,614

7.0 Summary and phasing

Rotherhithe Peninsula has a good existing network of pedestrian/cycle paths providing the potential for a large number of journeys to be undertaken on foot or bicycle. However, many of these routes are underused and a large number of local journeys are undertaken by car. There is potential to increase pedestrian and cycle journeys on the peninsula by improving the quality and directness of routes.

Proposed projects

This study identifies the existing key routes on the peninsula and proposes twenty seven projects to improve the quality, legibility and (to a lesser extent) directness of these routes. A summary of the projects and estimated costs is provided below.

Project summary		
1	Mellish Fields west crossing	117201
2	Mellish Fields east crossing	58410
3	Stave Hill Ecology Park path improvements	69789
4A	Down Town Road park entrance improvements	137094
4B	Down Town Road park entrance improvements	62051
5	Stave Hill focal area improvements	44060
6	New path section through Russia Dock woodland	138498
7	Roberts Close route improvements	37140
8	Focal area Alfred Salter Primary School and Brass	66069
9	Focal area crossing point Dock Hill	162133
10	Albion Channel route improvements	99470
11	Swan Road south focal area and improvements to	58434
12	Canada Water to Southwark Park route improvements – via Gomm Road	121938
13	Canada Water to Southwark Park route improvements – via Hothfield Place	68535
14	Greenland Dock public realm improvements	412322
15	South Dock public realm improvements	171920
16	Ship Inn focal area	133364
17	Elgar Street greenway route improvements	44810
18	Focal point junction between Rotherhithe Street	25642
19	Durands Wharf gateway improvements	6389
20	Pearson Park route gateway	135800
21	Nelson Walk east and Nelson Underpass	68774
22	Lavender Pond focal area	102704
23	St Mary's Conservation Area public realm	50110
24	Route from YHA to Jubilee Line	48301
25	Signage strategy	296200
26	Development of route A1 as primary peninsula	1248257
27	Railway Avenue streetscape improvements	104325
28	Swan road streetscape improvements	38165
29	Albion Street local shopping centre streetscape and public realm improvements	97614
Total all projects		4225518

Long term objectives

This study has identified potential improvement projects to existing routes across the peninsula. The projects primarily focus on improvements to the quality and legibility of existing routes working with the existing urban grain. This will bring significant positive improvements to the routes. However, in most cases it has not been possible to improve the directness of routes as there is currently little scope for large scale changes to the existing residential areas to allow the creation of new direct routes. A long term objective should remain of creating direct pedestrian cycle routes across the peninsula, particularly to and from the central hub of Canada Water shopping centre and tube station – repairing the ‘broken spokes’. Every opportunity should be taken as development sites arise to realign existing routes to allow the creation of improved direct routes.

Phasing

The above projects can be implemented individually or grouped together in phases as appropriate funding becomes available. If limited funding is available initially it is recommended that the projects identified below as priority projects should be implemented first as these are likely to have the greatest immediate impact for the peninsula. These projects all involve improvements to primary routes in the AAP area and cumulatively will greatly enhance access to the town centre. These proposals also involve improvements to safety and access benefiting key disadvantaged groups, including people with disabilities, the elderly and the young.

Priority projects			
Ref	Name	Reason for prioritisation	Cost
1	Mellish Fields west crossing	Improvements to existing route reduces the barrier effect caused by Mellish Fields. Proposals improve primary north-south route connecting the town centre with the periphery of the peninsula.	117201
2	Mellish Fields east crossing	Creation of new route on east side of Mellish Fields. Improves safety and directness of connections to the north of the peninsula and reduces barrier effect of Mellish Fields	58410
3	Stave Hill Ecology Park path improvements	Improvements to existing path creates improved legibility of a primary north-south route and improved safety	69789
4	Improvements to the entrance to Russia Dock Woodland on Downtown Road park	Improved entrance to Russia Dock Woodland reduces the barrier effect caused by the woodland and enhances a key route connecting the town centre with the periphery of the peninsula. Improvements could be timed to coincide with the development of the Downtown site.	A: 137094 B: 62051
6	New path section through Russia Dock Woodland (south)	New path section creates a more direct route through Russia Dock Woodland and improves directness of the primary east-west route	138498
11	Swan Road south focal area and improvements to Albatross Way	This is a critical route between the town centre and the River Thames. Improvements should be timed to coincide with the redevelopment of Site A.	58434
13	Canada Water to Southwark Park route improvements – Option B via Hothfield Place	Major opportunity to provide improved connection to Southwark Park from Canada Water town centre providing a connection to this major open space.	68535
15	Ship Inn focal area	Public realm improvements to area of currently low quality public realm at key point on important east-west route.	171920

23	Route from YHA to Jubilee Line	Proposals to improve safety and attractiveness of key route from Canada Water tube station and town centre to a popular destination point. The Site A proposals involve an extension of this route and improvements should be timed to coincide with redevelopment.	50110
24	Signage strategy	Existing signage is poor quality, incomplete and incorrect. Comprehensive signage strategy is a key element in improving the legibility of the peninsula	48301
27	Railway Avenue	This is a key route from Rotherhithe Tube station to Thames path and St Mary's Conservation area	104325
28	Swan Road	Root heave has caused severe irregularities in the surface of pedestrian resulting in a serious trip hazard.	38165
29	Albion Street	A key local shopping centre which currently has poor quality public realm and is in need of upgrade	97614
Total priority projects (with option 4A):			1158395

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