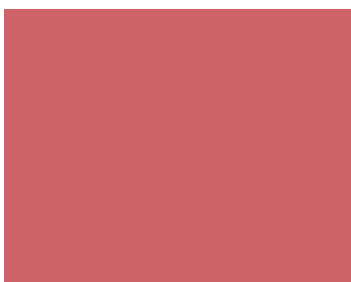




Canada Water

AAP Public Realm Improvements Study
Final Report

September 2009





- 1.0 Introduction
- 2.0 Background to the project
- 3.0 Analysis of the existing public realm and key routes
- 4.0 Canada Water Area Action Plan Vision and Objectives
- 5.0 Public realm improvement strategy
- 6.0 Public realm projects and outline costings
- 7.0 Summary and phasing

1.0 Introduction

In April 2009 The Landscape Partnership (TLP) was appointed by the London Borough of Southwark, Planning and Regeneration Department to advise on the specification, scope of works and the associated costs of public realm improvements in the Canada Water action plan area. The council has recently consulted on options for the Canada Water Area Action Plan (AAP), and this study outlines the cost implications of the public realm improvements associated with these options. It will form part of the evidence base that is used to inform the selection of the preferred options for the AAP in summer 2009 and will inform the level of s106 planning contributions required on development sites in order to deliver these improvements.

This study builds on previous studies and consultation which have been carried out in Rotherhithe. These include the Public Realm Investment Strategy undertaken by Urbed and TLP in 2007, the Rotherhithe Equal Access Project and consultation on the Canada Water AAP Issues and Options Report.

The study focuses on projects which are located outside the key development sites. Section 4 of the AAP Preferred Options Report focuses on improvements within the key development sites around the AAP Core Area. Separate work is also ongoing looking at improvements to the environment on Lower Road and Jamaica Road.

Through the AAP preferred options the council is consulting on the principle of upgrading the routes and public spaces set out in this study. When funding becomes available to implement the improvements to the routes and public spaces identified in the study, further consultation will be carried out on the scope of works and design. This consultation will take place outside the AAP preparation process.

The key stages in preparing this study have been:

- Review of the Canada Water AAP Issues and Options Report which identified a vision for the area and strategic proposals for the improvement of links across the peninsula
- Review of the Public Realm Investment Strategy (URBED and The Landscape Partnership, 2007) and the key findings
- Identification of the key routes to be created and enhanced and development of a package of improvement projects along these routes
- Consultation with London Borough of Southwark's planning policy team, transport planning team, parks department, public realm team, street lighting engineer, community safety team and the London Trust for Urban Ecology (based in Stave Hill Ecology Park)
- Development of outline specification for the proposed public realm improvements
- Development of outline costings for the proposed works

The report is divided into seven sections:

- Introduction;
- Section two provides background to the project and explains its position within the AAP process;
- Section three provides an analysis of the existing public realm and pedestrian and cycle routes
- Section four provides a summary of the vision and objectives set out in the Canada Water AAP;
- Section five then sets out the overall strategy for the proposed public realm improvements;
- Section six provides an outline of the proposed works for each of the key routes and improvement areas, together with outline costings; and
- Section seven, the final section, summarises the proposed projects and suggests a way forward for the prioritization and delivery of the works.

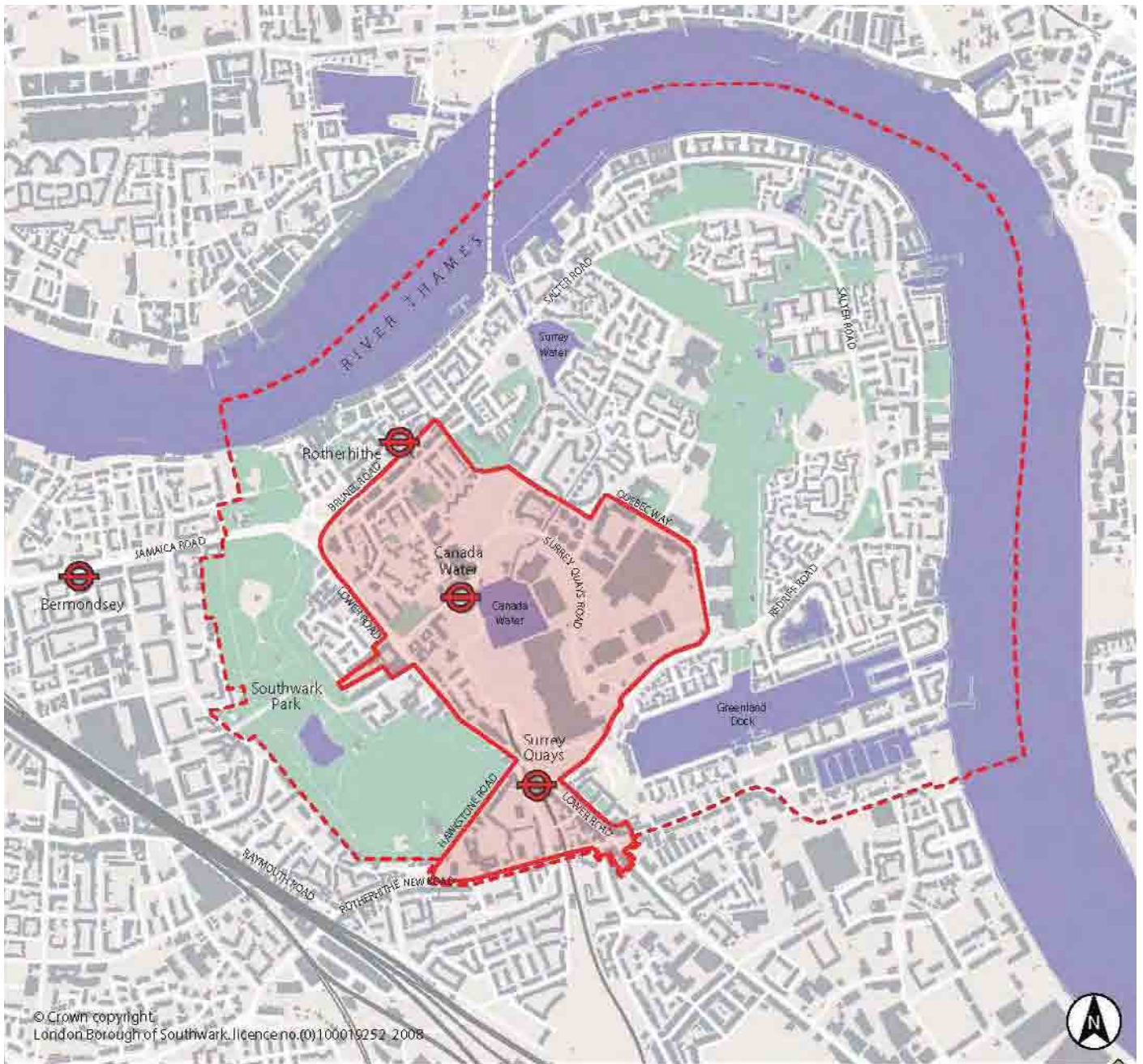
2.0 Background to the project

A number of studies have been undertaken for the Rotherhithe Peninsula which have considered the current condition of the public realm and opportunities for improvement. In particular the council commissioned URBED and TLP to undertake an audit and condition report of the public realm and to prepare a public realm investment strategy for the borough. This study was completed in 2007 and was used by the council to inform the development of proposals in the emerging AAP for Canada Water and the surrounding area.

The council has recently completed an issues and options paper for the area which was the subject of a public consultation exercise (January - March 2009) and forms the first stage of the AAP process. The AAP when adopted will be part of the council's local development framework (LDF) and will be used to guide investment in the area and make decisions on planning applications. The area covered by the Canada Water Area AAP is illustrated in Figure 1. The AAP looks forward 10-15 years and will provide a vision for the area, objectives and policies to achieve those objectives. Two broad options were identified in the issues and options paper which included housing led regeneration and growth centre mixed regeneration. Both set out a strategic approach to improving the public realm.

The council is now proceeding with stage two of the AAP process which involves the development of a Preferred Option for the area. This public realm study provides costed outline proposals for public realm improvements and will be used to inform the development of the Preferred Option.





- AAP Core Area
- Wider AAP Area

Figure 1: Area Covered by the Canada Water Area Action Plan

Source - Southwark Council Canada Water Area Action Plan Preferred Options 2009

3.0 Analysis of the existing public realm and key routes

The Public Realm Investment Strategy 2007, included an audit of the quality and condition of public realm on the peninsula (prepared by TLP) the key findings of which are illustrated on Figure 2 This was reviewed and updated as part of the 2009 study and a number of key observations were made about the existing public realm and the key pedestrian/cycle routes across the peninsula.

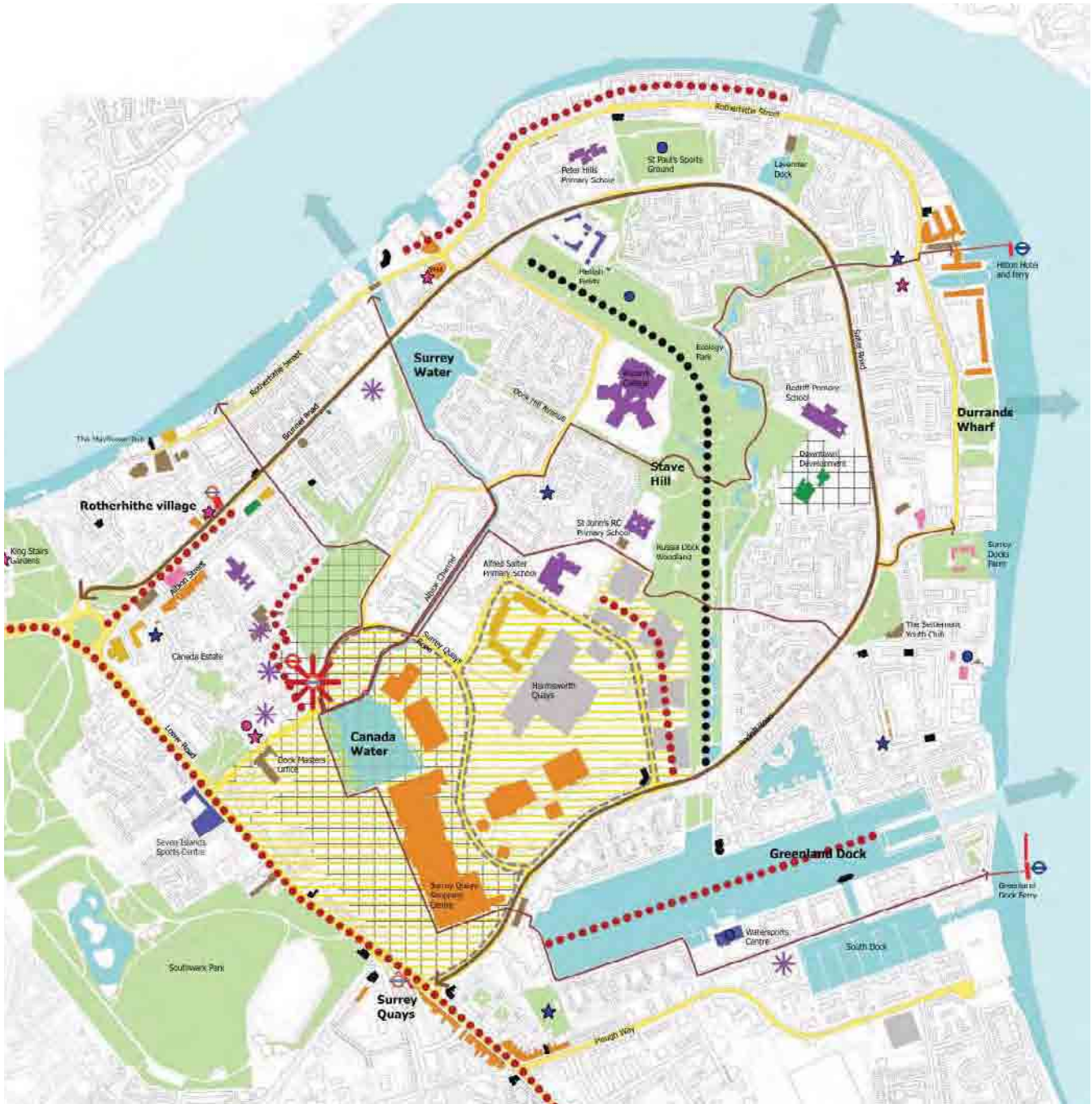


Figure 2: Townscape audit conclusions

Source: Urbed and The Landscape Partnership Rotherhithe Peninsula Public Realm Investment Strategy 2007










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Density of pedestrian/cycle routes

Figure 3 provides a summary of the existing pedestrian and cycle routes on the peninsula (source: Public Realm Investment Strategy, 2007 - Audit of existing routes). As the diagram illustrates, there is a large number of existing pedestrian and cycle routes within the peninsula. Most parts of London have few dedicated off-road routes for pedestrians and cyclists and Rotherhithe is unusual in having such a large number of pedestrian/cycle routes. The number and density of routes is far greater than in the adjoining areas of Bermondsey to the west and North Lewisham to the south and there is a good range of types of path, from quiet woodland pedestrian routes (eg through Stave Hill Ecology Park) to wide pedestrian cycle routes (eg along the Albion Channel).



Figure 3: Existing cycle and pedestrian routes on the peninsula
Source: Urbed and the Landscape Partnership Public Realm Investment Strategy 2007

-  Site boundary
-  Pedestrian and cycle routes
-  Shared surface areas
-  Car priority routes
-  Car dominated areas and routes
-  Public transport hubs
-  Approximate location of bus stops
-  Pedestrian crossing points

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Usage of pedestrian/cycle routes and public realm

With such a good density of traffic free (or low trafficked) routes across the peninsula, the area should have a large number of people traveling by foot or cycle on the peninsula. However, the existing routes are under-used and there is potential for a greater proportion of journeys on the peninsula to be made on foot or by bicycle.

The peninsula also has extensive areas of public realm including Southwark Park, Greenland Dock, Russia Dock Woodland and the foreshore of the River Thames. Some of this is good quality open space, but in many cases it is fragmented and connected only by indirect routes. It is therefore underused. Lack of connectivity between the peninsula and the Thames and Southwark Park is of particular concern since this means that the largest public spaces in the area are not achieving their potential benefit to the community.

Principal destinations

Understanding the location of the main destination points on the peninsula is a key part of identifying the principal movement flows of pedestrians and cyclists on the peninsula from which priority routes for improvement can be identified. Figure 4 illustrates the primary and secondary destinations on the peninsula. Of these, Canada Water retail centre, tube station and entertainments complex form the main hub of primary destinations in the centre of the peninsula. Most of the main pedestrian/cycle routes connect to this central hub (albeit often indirectly). Other primary and secondary destinations are dispersed widely across the peninsula with no clear secondary hubs (sub-hubs). Pedestrian/cycle routes are present which provide connections to these dispersed destinations but again, many of these routes are unclear and indirect.

The peninsula is comprised of clusters of housing developments which are mostly insular and inward looking. Routes have then been designed or have developed ad hoc to fit around this situation and the nature of this existing urban grain means that many of the routes are indirect, they often involve dog-legs, sight lines are blocked and it is difficult to obtain an effective overview or sense of the direction or destination.

Route definition and directness

Many of the routes appear very similar and there is no hierarchy or pattern to the routes. They are constructed with the same materials – macadam and block paving. This combined with the lack of landmarks along the routes means that they lack identity and legibility is difficult. For anyone unfamiliar with the area therefore, it is often difficult to find a route across the peninsula.

Movement across the peninsula is also restricted by some areas of open space which form barriers to movement. The Fisher Athletic and Mellish Fields sites are in private ownership and north-south movement is restricted to one narrow path, Greenland Dock is a major barrier due to the large water body and Russia Dock Woodland is perceived by many to be unsafe, particularly at night, and as a result forms a barrier to movement.

There are also areas of built development which form barriers to movement across the peninsula. These include some of the riverside apartment developments which obstruct public access to the riverfront, the interface between Canada Water Station and the Canada Estate (which obstructs routes between Canada Water and the north-east side of the peninsula) and some of the industrial areas around the Quebec Industrial Estate.

Wayfinding and signage

Signage is not co-ordinated across the peninsula, often a collection of different signs exist in the same location providing conflicting and unreliable information. Signage is a necessary element due to the indirect nature of the routes yet many of the present signs are unconvincing.

Wayfinding is particularly challenging within Russia Dock Woodland. This woodland stretches across the middle of the peninsula hence most movement through the peninsula involves negotiating this wooded area at some point. There are a number of paths through Russia Dock Woodland and whilst these provide leafy, attractive and pleasant routes, they are not clear and direct, instead they are often windy and convoluted with limited visual connections. Furthermore, there is little natural surveillance in this area due to the absence of overlooking properties. Lighting, whilst present in parts, does not provide adequate light levels to ensure a safe passage after dark. It is appreciated that this space has been designed primarily as a woodland and whilst it is important that this character and its ecological significance are retained, it does currently provide a barrier to movement and hinders orientation.

Lighting

The lighting of pedestrian and cycle routes on the peninsula is inconsistent and changes along the length of the routes. It is often obscured by vegetation, limiting its effectiveness. Yellow sodium bulbs are currently used yet white light is desirable to increase safety.

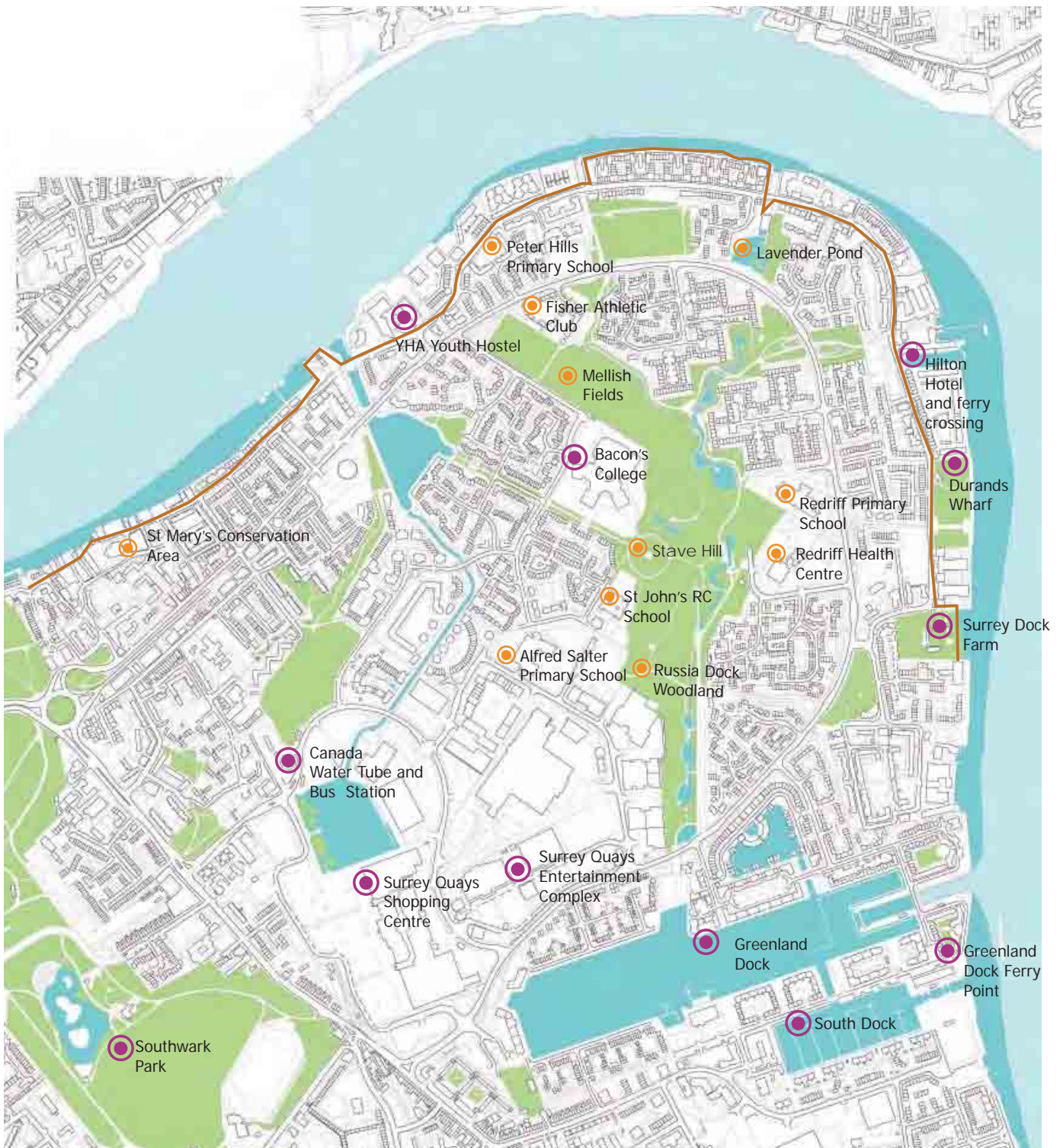





Figure 4: Key destinations on the peninsula

-  Primary destinations
-  Secondary destinations
-  Thames Path



Summary of consultation responses to the Rotherhithe Public Realm Investment Strategy (2007)

A planning open day was held in July 2007 by Urbed and The Landscape Partnership as part of the Rotherhithe Festival. Initial findings from the public realm audit were discussed with the community using a variety of techniques ranging from opportunities to vote and questionnaires, to chances for children to draw the area. Key conclusions from this event were:

- At present people mainly walk across the peninsula to get some exercises or fresh air, rather than because it is the quickest way to get around.
- A significant number said that they did not walk because they are too afraid to do so at night, and elderly people in particular commented that it had got worse.
- The best way of emphasising Rotherhithe's character was felt to be making more of the heritage, including the docks, creating better links to the river, and better maintaining public spaces.
- A lot of practical ideas were suggested for improving the environment and increasing sustainability at the same time, such as kerb side recycling, and information on green areas, along with tamper proof signing
- There was considerable support from the community that some of the resources created from future development in the area should be ploughed back into improving the public realm, and encouraging people to walk or cycle instead of drive

Individual comments included, requests for better public access to the riverside, more information on the green areas, re-invest in Russia Dock Woodlands, improvements to footpaths in Russia Dock Woodlands, easier access to Canada Water tube from Rotherhithe Street, better access to Canary Wharf (by bridge or water taxi) and improved cycle parking.

Strategic concept

The 2007 study concluded that the peninsula was like a 'wheel with broken spokes' with Canada Water at the hub of the wheel and Salter Road/Redriff Road forming the outer rim. The internal roads and cycle/pedestrian paths form the 'spokes' which are broken or crooked and which need to be reconnected with the hub. Cars dominate the central area of the peninsula and movement corridors elsewhere are indirect and disperse pedestrians and cyclists so that they can rarely be seen.

Figure 5 illustrates the strategic concept developed as part of the 2007 study to repair the broken 'wheel' and strengthen permeability and connectivity of routes on the peninsula. In particular, it identifies the main strategic connections which need to be developed/improved to provide routes to and from the key destinations. It also reflects the issues raised in the public consultation that improved routes across Russia Dock Woodland and Mellish Fields are required, that routes need to feel safer, access to Canada Water tube station needs to be improved, connections with the river need to be strengthened and a general desire for improved routes for pedestrians and cyclists.

Creation of the strategic connections identified in figure 5 is however constrained by a number of things including: recent and late twentieth century developments, recent permissions for new development and the need to take account of the local ecology, particularly in Russia Dock Woodland. As a result, existing or planned built development and the presence of ecologically sensitive areas create a barrier to the implementation of new direct routes. It is therefore not currently possible to achieve some of the direct connections which are identified in Figure 5. For example, Mellish Fields has recently been redesigned with new sports pitches and boundaries which has resulted in routes going around it rather than through it. However, the creation of new direct routes remains a priority and future regeneration proposals should take account of the need to create these routes. For example, if the Albion Estate were to be redeveloped in the future, there would be an opportunity to create a strong route through to Albion Street from Canada Water.

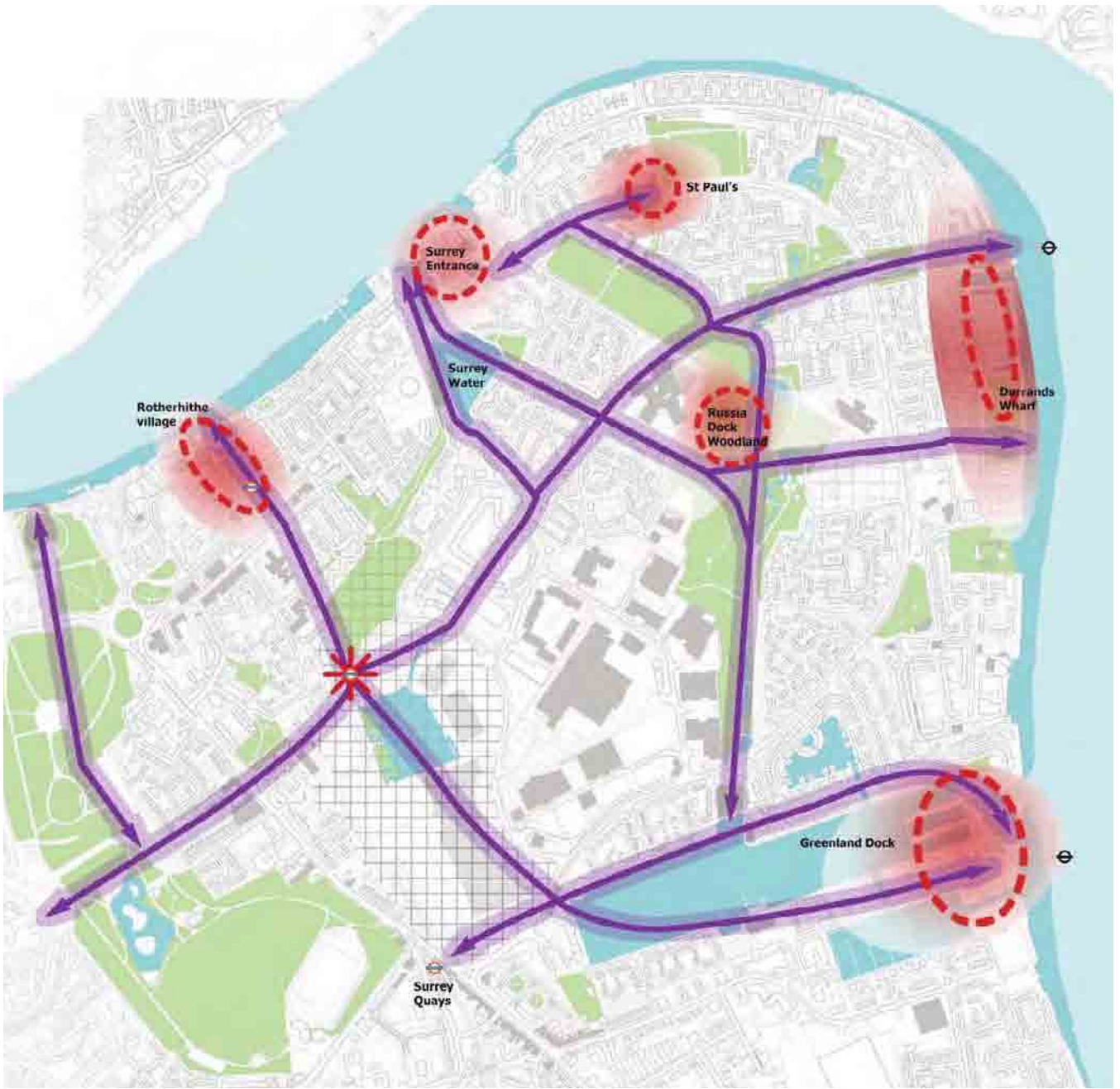


Figure 5: Strategic Concept

Source: Urbed and The Landscape Partnership Rotherhithe Peninsula Public Realm Investment Study 2007



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4.0 Canada Water Area Action Plan Vision, Objectives and Issues and Options

The vision for the Canada Water AAP area has been developed by the council based on its sustainable community strategy, Southwark 2016, the Southwark Plan and comments local people have made to the council in the past. The vision and objectives will be used to guide and help assess the options for development in the area and help select the preferred options.

Vision:

Over the next 15 years, we will work with landowners and the local community to transform Canada Water into a town centre. It will have a much more diverse range of shops than at present, including a new department store and independent shops. These will be accommodated in generally mixed use developments with new homes above. As well as shops and homes, the centre will have leisure and civic facilities, offices, and restaurants and cafes. The centre will have a distinctive identity which reflects its unique location around the former dock basin. It will have an open environment with a high street feel, and high quality public realm and open spaces. Car parking will be shared between town centre uses. The centre must reach out to the wider area, ensuring that it is accessible, particularly on foot, by bicycle and by public transport. In conjunction with this, we will work with TfL to improve the road network around Lower Road.

Outside the town centre and core area of the AAP, development will be less dense and should reflect the leafy and suburban character of much of the AAP area.

Across the AAP area, development will contribute to achieving a great network of parks and open spaces, which together with the docks and the River Thames, can help make Rotherhithe known as an attractive destination to visit, relax in and have fun. It will provide a good range of quality homes and successful schools to help make Rotherhithe a desirable place to live, particularly for families.

Objectives:

The AAP objectives are detailed in inset 1, with the key objectives which the Public Realm study aims to address in particular, highlighted in blue.

Issues and options

At the AAP issues and options stage the council consulted on two broad options:

In option A, regeneration in the core area would focus on the provision of new homes. It was envisaged that key pedestrian and cycle links in and around the town centre could be improved and a new green link could be created between Southwark Park and Russia Dock Woodland. These are shown indicatively in Figure 6.

In option B the character of the core area would become much more like a town centre. More extensive improvements would be made to the pedestrian and cycle network across the AAP area in order to accommodate the increases in the population of residents and visitors. These are shown in Figure 7.

Summary of consultation responses at issues and options stage

The council consulted on the issues and options report between January and March 2009. Consultation was carried out through a variety of means including mailouts, newsletters, exhibitions, surgeries and several large public meetings. In general there was support for improving the routes shown in Option B. In particular respondents drew attention to the need to improve Salter Road crossings, reinstate missing links of the Thames Path eg. at Surrey Docks Farm, improve signage, provide more and better bike parking in the town centre, and create better links through Russia Dock Woodlands which is currently confusing. However, the need to balance improvements with protection of ecology in Russia Dock Woodlands was also noted.

Shopping: A genuine town centre and local facilities

S1 To create an accessible, distinctive and vibrant town centre at Canada Water which is well connected into the surrounding street network;

S2 To ensure that the wider peninsula has access to convenient local facilities to meet day-to-day needs.

Transport: Improved connections

T2 To make the area more accessible, particularly by sustainable types of transport including walking, cycling and travelling by public transport.

Leisure: a great place to visit, relax in and have fun

Places: Better and safer streets, squares and parks

P2 To create an attractive, safe, and secure public realm.

P3 To link the docks, River Thames and parks in a network of open spaces which have a variety of functions, including informal recreation and children's play facilities, provision for sports and nature conservation.

Homes: High quality homes

Community: Enhanced social and economic opportunities

Inset 1: Canada Water AAP objectives



Figure 6: AAP Option A - Regeneration with a focus on new homes: movement and open spaces.
 Source: Southwark Council Canada Water Area Action Plan Issues and Options, 2008





Figure 7: AAP Option B - Regeneration with a focus on homes, shops, leisure and jobs: Movement and Open Spaces
 Source: Southwark Council Canada Water Area Action Plan Issues and Options, 2008



5.0 Public Realm Improvement strategy

Strategic objectives

The public realm analysis and consultation exercises resulted in the identification of the following strategic objectives for the public realm improvement strategy:

- to link key destinations on the peninsula (as identified on Figure 4) with the Canada Water town centre and tube stations and thereby repairing the 'wheel with broken spokes'
- to address the lack of connectivity between the Canada Water town centre the River Thames and Southwark Park
- to break down the barrier formed by Russia Dock Woodland , Mellish Fields and Fisher Athletics Ground
- to remove or reduce the barrier formed by Quebec Industrial estate
- to create safer, more attractive pedestrian/cycle routes across the peninsula
- to improve wayfinding and legibility of the pedestrian/cycle routes
- to strengthen the character of the peninsula and its heritage

Principal Routes

The Canada Water Area Action Plan illustrates strategically where new and improved links should be created to improve pedestrian and cycle routes on the peninsula (see figure 7). This has been developed further in this study by studying the existing network of routes across the peninsula and reviewing these in the context of the strategic objectives identified above. Four Principal Routes have been identified to be developed and promoted as the main movement routes for pedestrians and cyclists across the peninsula and to form the focus for improvement works. These use existing paths where possible with some sections of new path to provide improved connections and directness. These routes together with the main subsidiary routes on the peninsula are illustrated on Figure 8 and described below.

Route 1 – Hilton Hotel to Southwark Park

Route 1 provides an important central north-south route through the peninsula providing a route from the Canada Water central hub to the Hilton Hotel (and Thames ferry crossing) on the north of the peninsula and to Southwark Park in the south. It also provides a route to Lavender Dock and St Paul's Sports Ground. This is a key route connecting the peninsula with the open space and facilities of Southwark Park and providing an improved north-south route through Russia Dock Woodland.

The principal issues currently associated with this route are:

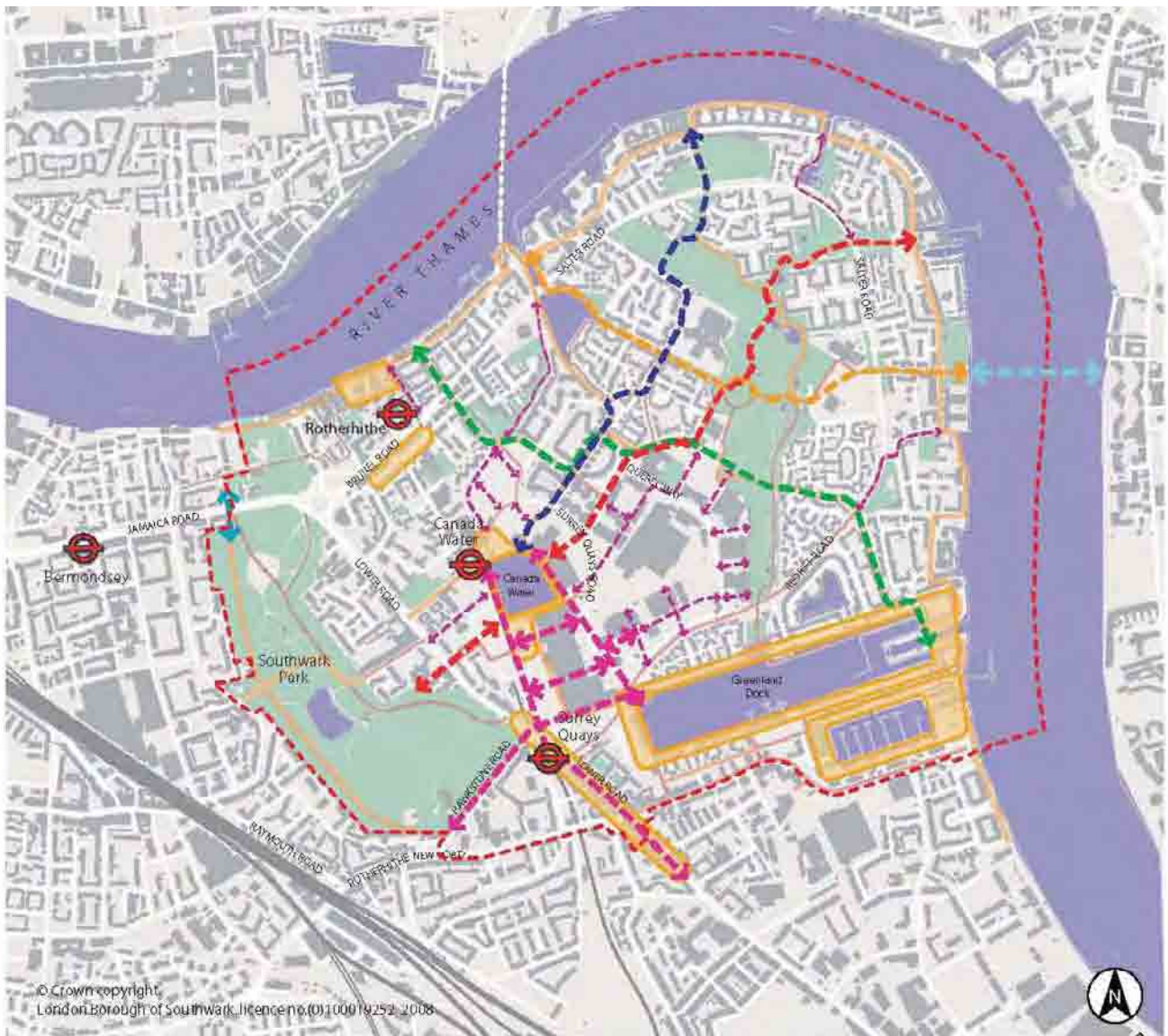
- Navigation and orientation is unclear
- Mellish Fields forms a major obstruction to route
- An attractive route during the day, but Russia Dock Woodland is intimidating at night
- Many narrow routes branch off or cut across with no suggestion as to where they lead
- Lack of elements to aid way-finding
- Route is twisting and indirect
- Presence of an uninviting redundant sub space (former play area) adjacent to this route at its most eastern end near Pearsons Park
- Little natural surveillance due to few properties overlooking the space

Route 2 – Durands Wharf to Surrey Water

Route 2 forms a northerly east-west route through the centre of the peninsula providing a route between Durands Wharf and Surrey Water and providing links between the main north south routes across the peninsula. It is an important route for journeys to and from Bacon College, Redriff Primary School and the open spaces at Durrands Wharf and Surrey Water. It also provides the opportunity for an improved east-west route across Russia Dock Woodland.

The key issues currently associated with this route are:

- Absence of clear east-west route across the peninsula
- Russia Dock woodland acts as barrier to east-west movement
- Paths through Russia Dock woodland are indirect and overgrown in places
- Protection of wildlife habitats in Russia Dock Woodlands is important
- Potential conflict between maintaining dense vegetation with no artificial lighting (to preserve ecological habitats) and creation of wide direct routes with street lighting to allow day and evening use.
- Stave Hill acts as prominent landscape feature but obstructs east-west routes
- Absence of safe crossing points over Thame Road and Timber Pond Road
- Poor quality frontage to Redriff Primary School















- | | |
|--|--|
|  Proposed Public Realm Improvements |  Proposed Thames Crossing |
| Primary pedestrian / cycle routes to be provided or improved |  Other pedestrian / cycle routes to be created / improved |
|  Hilton Hotel to Southwark Park |  Existing secondary pedestrian routes |
|  Durrands Wharf to Surrey Water |  Existing main pedestrian routes |
|  Swan Road to Greenland Dock |  Wider AAP Area |
|  Globe Stairs to Canada Water | |
|  Town centre routes | |
|  Jamaica Road Crossing | |

Figure 8: Key routes across the peninsula



Route 3 – Globe Stairs to Canada Water

Route 3 is an enhancement to an existing route between Canada Water tube station, Bacon's College and the river on the north of the peninsula (via Albion Channel and Timber Pond Road). It includes improved connections across Mellish Fields to connect with Rotherhithe Street and the River Thames. It is an important route particularly for those travelling to and from Bacon's College and to provide residents on the north side of the peninsula with a route to the Canada Water tube station and town centre. It also connects with the route to Southwark Park providing a valuable link to this important public open space.

The key issues currently associated with this route are:

- Frequent ninety degree corners along the route resulting in poor visibility and indirect route
- Unclear connection between Albion Channel and Timber Pond Road
- Several connections to and from Albion Channel are not DDA compliant
- Route across Mellish Fields is poor quality - narrow and obstructed for cyclists by closely positioned barriers, unlit and enclosed on either side by unsightly palisade fencing
- Poor quality connection on north side of playing fields with route to Rotherhithe Street. Path is indirect, unsurfaced and obstructed in places with poor visibility. Dense planting either side of path reduces visibility.
- Route is unsigned

Route 4 – Swan Road to Greenland Dock

Route 4 is an existing east-west route between Greenland Dock and Swan Road via Russia Dock Woodland and is an existing section of Sustrans National Cycle Network (Route 4). It provides important connecting routes from the east and west sides of the peninsula to Alfred Salter and St Johns primary schools and to the central Canada Water hub via the central routes (1 and 3). The western end also provides the shortest direct connection to the River Thames, Thames Path and Rotherhithe village from Canada Water tube station.

The key issues currently associated with this route are:

- Clear route which is well-signed as part of the National Cycle Network, but connections and signage to destinations north and south of the route are poorly indicated
- Perceived security risk and poor visibility for cyclists along Albatross Way (cycle/pedestrian way) due to high planting on both sides
- Southern bridging point over the Albion Channel has stepped access on one side (not DDA compliant)
- Pedestrian/cycle way surface is irregular in places (eg between Redriff Road Finland Street)
- Route through Russia Dock Woodland is twisting and indirect with unnecessary barrier across route (south of Stave Hill) which slows movement for cyclists

Improvement projects

A total of twenty nine projects have been identified to improve the key routes on the peninsula and upgrade some of the main areas of public realm. These are illustrated on Figure 9 and illustrated again on Figure 10 shown together in relation to the key routes.

This project has involved the preparation of an outline specification of improvements for each project by TLP. The council is consulting on the principles of upgrading the routes and public realm through the Canada Water AAP preferred options report. The scope of works and design will be consulted on separately when funding becomes available to implement them. This will be outside the AAP consultation process.

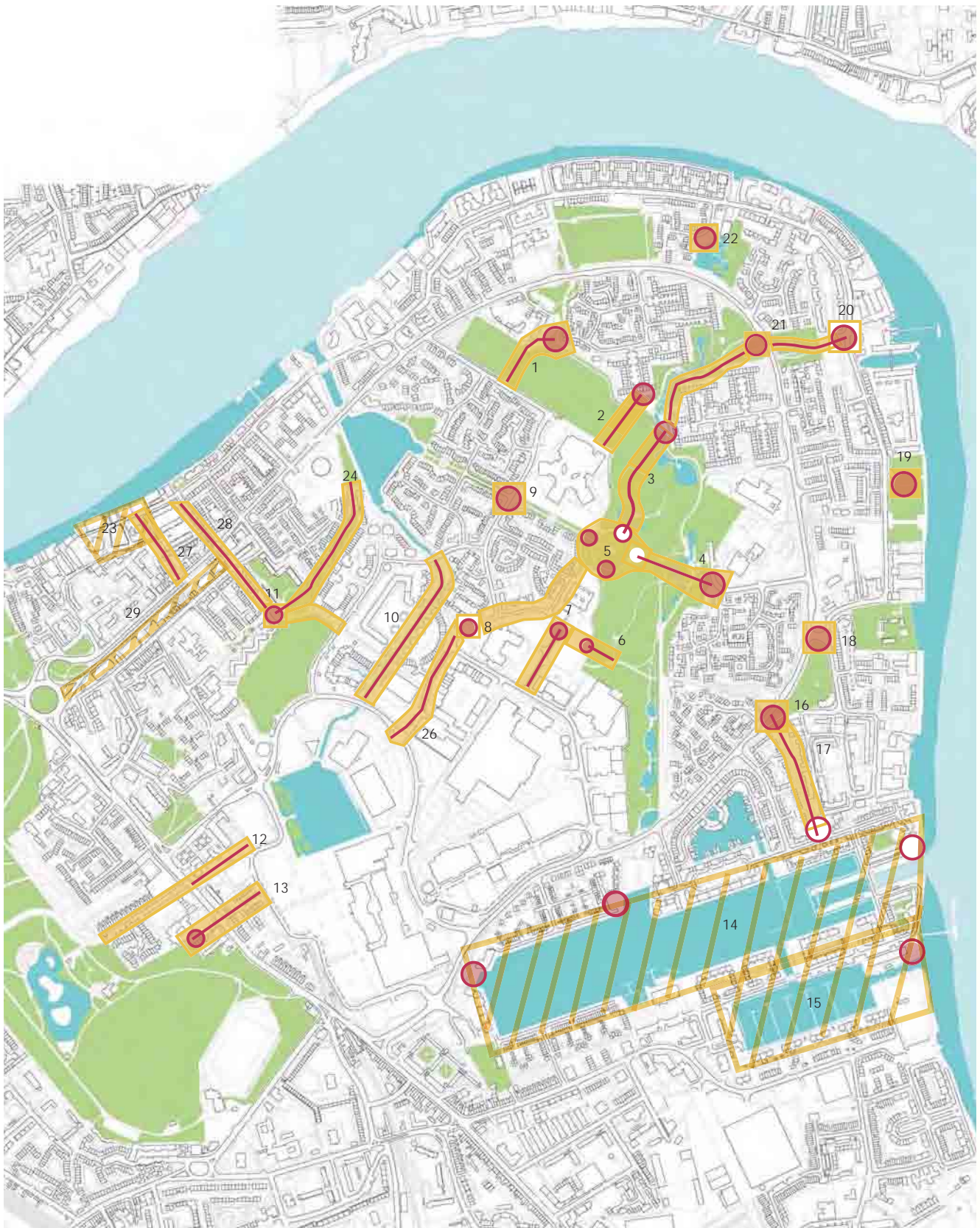


Figure 9: Project plan

- Focal Improvements
- Route Improvements
- Area Improvements
- 25 Project Reference



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Figure 10: Project plan with routes

— Thames path



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Projects have been identified along each of the routes to improve the directness of the route wherever possible, strengthen its identity and promote a clear and legible route. Projects include creation of focal areas at key crossing points or starting points to routes, creation of new sections of path to improve the directness of routes, introduction of new features to assist way-finding and upgrading the quality of sections of existing routes with new surfacing, improved lighting, vegetation clearance and clear signage.

Proposals have also been developed to upgrade a number of secondary routes at key points to provide improved connections with the principal routes. Improvements are lower key and less expensive than those proposed for the principal routes. Works will include: light upgrades, signage and improvements to site furniture.

Further projects have been identified which are area-wide initiatives and cover projects which need to cover the whole study area such as wayfinding projects and a signage strategy.

A description of each of the projects is provided in section 6.0 together with an outline costing for each project. In addition to the projects identified, all routes require additional maintenance works in the form of vegetation clearance to improve sightlines and reduce foliage around lighting columns, localised surface repairs to address irregularities caused by root heave and upgraded signage and street furniture. These works should be undertaken as part of the routine maintenance for the routes.



Location:



Description:

This path offers an important link between Timber Pond Road and the north of the peninsula. However, the path currently provides a poor quality, uninviting, narrow route, which is unsurfaced at its northern end. It also involves a 90 degree turn and closely positioned barriers which form an obstruction for cyclists.

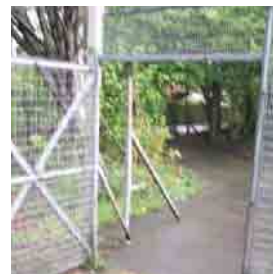
Proposed enhancements comprise - removing the existing pallisade fencing, widening the path, installing new 2.5m weldmesh fencing and providing low planting. (NB widening of the route is dependent on the development proposals for the adjacent Surrey Docks Stadium). In addition, a more direct, surfaced route would be created at the northern end and the sunken, unused space to the north of Mellish Fields would be activated by introducing children's play equipment (costed elsewhere). Pedestrians and cyclists would be guided onto this route from both ends and route lighting would ensure that it feels safe in the evening especially in winter months.



View looking north from Timber Pond Road



View looking south along Mellish Fields crossing with the barriers



Gate between Mellish Fields and Russia Dock Woodland



Site of proposed new play facilities

1 Mellish Fields west crossing						
Ref	Description	Quantity	Unit	Rate (£)	Total	Notes
1.1	Site clearance	1	Item	2500	2500	Clearance of vegetation and existing redundant fencing and gates to accommodate new path alignment. Includes removal of fencing on north side of path through Mellish Fields
1.2	Earthworks	1	Item	2000	2000	To create regraded route for new path (including repairs to existing timber retaining walls)
1.3	Red macadam cycle path - 2m wide	40	Lin m	125	5000	Forming direct route to Mellish Fields crossing. 2m wide path with edging and including sub-base
1.4	Concrete block pedestrian path - 2m wide	40	Lin m	125	5000	Adjacent to cycle path. 2m wide path with edging and including sub-base
1.5	Motor cycle barrier	2	Pair	1500	3000	
1.6	Childrens play area	1	Item	0	0	Small new childrens play equipment (including safety surfacing). Costed separately
1.7	Play area fencing	80	Lin m	0	0	1m high steel hoop top fencing with gate. Costed separately
1.8	Mellish Fields fencing	80	Lin m	100	8000	New 2.5m high weldmesh fencing (set 3m north of new path)
1.9	Planting	160	m2	25	4000	2m wide band of ground cover planting adjacent to new railings (cost includes ground preparation and planting works)
1.1	Litter bins	2	No	500	1000	
1.11	Seating	3	No	900	2700	
1.12	Route lighting	11	No	2500	27500	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)
1.13	Focal area lighting	4	No	2500	10000	5m high column 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)

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1.14	Waymarking	2	No	0	0	Cost included in project 25
		Construction sub-total			70700	
1.15	Preliminaries (15%)				10605	
		Sub-total construction and preliminaries			81305	
1.16	Consultation and community engagement				1000	Based on two days consultancy support to cover consultation by letter and local meeting
1.17	Surveys				4000	Topographical survey and utilities survey
1.18	Professional fees (15%)				12196	
1.19	LBS Project management (8%)				6504	
1.20	Contingency (15%)				12196	
		Total project 1			117201	

Location:



Description:

There is currently no formal path at the east end of Mellish Fields, however, there is worn ground around the fields indicating that a route has developed informally. The fence to the playing fields provides an abrupt edge and as this is not an official route, there is no lighting except that provided by the adjacent flood lights.

Proposed enhancements include the creation of a formal route along the edge of Mellish Fields with a path surfaced in hoggin. To accommodate this, a small amount of vegetation clearance would be necessary. This route would continue beyond Mellish fields with a new timber bridge delivering pedestrians across the water body to join the pathway intersection at the northern part of Russia Dock Woodland. Wayfinding would be improved as part of the peninsula-wide signage strategy. The introduction of lighting along the route would increase its usage after hours. However this would need to be carefully designed to minimize disturbance to wildlife and should be discussed with key stakeholders prior to the development of any detailed proposals.



View looking towards Mellish Fields from Stave Hill Ecology Park



The water body at the end of Mellish Fields East



The pathway intersection in the northern part of Russia Dock Woodland

2 Mellish Fields east crossing						
Ref	Description	Quantity	Unit	Rate (£)	Total	Notes
2.1	Timber bridge across existing water feature	1	Item	10,000	10000	Including footings and path connection to existing path
2.2	Vegetation clearance	1	Item	2400	2400	Along edge of Mellish Fileds - to accommodate new path
2.3	Hoggin path - 2.5m wide	80	Lin m	90	7200	Including sub-base and timber edging
2.4	Route lighting	6	No	2500	15000	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)
2.5	Waymarking	2	No	0	0	Cost included in project 25
Construction sub-total					34600	
2.6	Preliminaries (15%)				5190	
Sub-total construction and preliminaries					39790	
2.7	Consultation and community engagement				1000	Based on two days consultancy support to cover consultation by letter and local meeting
2.8	Surveys				2500	Topographical survey
2.9	Professional fees (15%)				5969	
2.10	LBS Project management (8%)				3183	
2.11	Contingency (15%)				5969	
Total project 2					58410	

Location:



Description:

The path through Stave Hill Ecology Park is currently undulating, worn and narrow in places with little to assist wayfinding.

Proposed enhancements would improve access along the route by widening and re-grading the the path. To achieve this, the path would be cut in to the existing ground and retained where necessary with timber sleeper retaining walls. The path would be widened to 2.5m and would comprise hoggin and timber edging in keeping with the character of the Ecology Park. Lighting would be added to allow use after dusk but detailed design of lighting will need to consider the potential impact on wildlife in the area.



Photos show sequential views walking north along this route from Stave Hill

3 Stave Hill Ecology Park path improvements						
Ref	Description	Quantity	Unit	Rate (£)	Total	Notes
3.1	Vegetation clearance	1	Item	1600	1600	To widen path to 2.5m with adjacent verges of 1.5 - 2m
3.2	Groundworks	1	Item	1600	1600	In selected locations to reduce gradient of path
3.3	Timber sleeper retaining walls	35	Lin m	100	3500	In selected locations to accommodate graded path (0.5m - 0.8m high). Assumes required along 25% of path length (2 sides)
3.4	Native planting	50	m2	12	600	To mitigate any planting removed (includes ground preparation)
3.5	Route lighting	9	No	2500	22500	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)
3.6	Hoggin path - 2.5m wide	140	Lin m	90	12600	Through ecology park. Including sub-base and timber edgings
3.7	Waymarking	1	No	0	0	Cost included in project 25
Construction sub-total					42400	
3.8	Preliminaries (15%)				6360	
Sub-total construction and preliminaries					48760	
3.9	Consultation and community engagement				500	Based on one day consultancy support to cover consultation by letter and local meeting
3.10	Surveys				2000	Topographical survey
3.11	Professional fees (15%)				7314	
3.12	LBS Project management (8%)				3901	
3.13	Contingency (15%)				7314	
Total project 3					69789	

Location:



Description:

The entrance to Russia Dock Woodland from Downtown Road is a key gateway and orientation point for routes through the peninsula. It is a key link into the Downtown site, health centre and Redriff Primary School to the north and to Canada Water tube station and retail centre to the south. A choice of routes is provided but there is a lack of indication as to where they lead, they are winding and indirect and sight lines are obstructed by clumps of evergreen vegetation. There are opportunities to improve the attractiveness of the entrance area and usage of the paths.

Two options have been outlined for the area providing opportunities for improvement with differing levels of change. In option A, larger scale changes are proposed comprising vegetation removal to open up view lines towards Stave Hill, a new bridge to provide a more direct route, resurfacing of the entrance area incorporating new seating, lighting and waymarking. and a sculptural intervention to act as an orientation device, at the point where the paths converge. This option provides significant improvements to the directness and legibility of the route but would result in the removal of some wildlife habitat (albeit not particularly of high quality). In Option B, smaller scale changes are proposed with less vegetation removal and a lower key treatment of the redesigned entrance area. This option requires removal of less potential wildlife habitat but does not afford the same benefits of option A in terms of improved directness of the path.



View looking out towards Downtown from one of many routes that lead to the entrance



View of the woodland entrance from the Downtown site



Potential location of a sculptural way finding intervention just within the site entrance

4A Down Town Road park entrance improvements Option A						
Ref	Description	Quantity	Unit	Rate (£)	Total	Notes
4A.1	Vegetation clearance	1	Item	800	800	To open up sight lines from entrance on Down Town Road.
4A.2	Clearance and demolition	1	Item	2250	2250	Demolition and removal of existing hard surfacing around Down Town Road entrance
4A.3	Timber bridge across existing water feature	1	Item	15,000	15000	Including footings and path connection to existing path
4A.4	Entrance surfacing	350	m2	100	35000	Resurfacing of entrance area with granite sett details, block paving and red tarmac to create clearly defined routes. (Rate includes edgings)
4A.5	Seating	4	No	900	3600	
4A.6	Litter bins	1	No	500	500	
4A.7	Artwork	1	Item	10,000	10000	Including installation
4A.8	Entrance lighting	6	No	2500	15000	5m high column 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)
4A.9	Planting	70	m2	20	1400	Semi-ornamental tree and shrub planting to mitigate vegetation removed.

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4A.10	Waymarking	2	No	0	0	Cost included in project 25
		Construction sub-total			83550	
4A.11	Preliminaries (15%)				12533	
		Sub-total construction and preliminaries			96083	
4A.12	Consultation and community engagement				500	Based on one day consultancy support to cover consultation by letter and local meeting
4A.13	Surveys				4000	Topographical survey and utilities survey
4A.14	Professional fees (15%)				14412	
4A.15	LBS Project management (8%)				7687	
4A.16	Contingency (15%)				14412	
		Total project 4A			137094	

4B Down Town Road park entrance improvements Option B						
<i>Ref</i>	<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Rate (£)</i>	<i>Total</i>	<i>Notes</i>
4B.1	Vegetation clearance	1	Item	400	400	Minimal vegetation clearance to improve visibility along path whilst keeping habitat disturbance to a minimum
4B.2	Clearance and demolition	1	Item	2250	2250	Demolition and removal of existing hard surfacing and walls around Down Town Road entrance
4B.3	Entrance surfacing	350	m2	100	35000	Resurfacing of entrance area with granite sett details, block paving and red tarmac to create clearly defined routes. (Rate includes edgings)
4B.4	Waymarking	2	No	0	0	Cost included in project 25
		Construction sub-total			37650	
4B.5	Preliminaries (15%)				5648	
		Sub-total construction and preliminaries			43298	
4B.6	Consultation and community engagement				500	Based on one day consultancy support to cover consultation by letter and local meeting
4B.7	Surveys				1800	Topographical survey
4B.8	Professional fees (15%)				6495	
4B.9	LBS Project management (8%)				3464	
4B.10	Contingency (15%)				6495	
		Total project 4A			62051	

Location:



Description:

Stave Hill is a unique feature within the peninsula, offering elevated, panoramic views. However, its presence is understated and not widely felt. A number of paths stem from Stave Hill, but entrances are often narrow and way finding is unclear.

Proposed enhancements seek to emphasise this feature and aid orientation by widening entrances to each of the routes stemming from the area with new surfacing, lighting and waymarking at each of the path junctions.



View from Stave Hill looking north



View from the top of Stave Hill



Entrance into Russia Dock Woodland main path heading east

5 Stave Hill focal area improvements						
<i>Ref</i>	<i>Description</i>	<i>Quantity</i>	<i>Unit</i>	<i>Rate (£)</i>	<i>Total</i>	<i>Notes</i>
5.1	Vegetation clearance	1	Item	400	400	To widen path entrances to 5m
5.2	Entrance surfacing x 4	100	m2	100	10000	To enhance entrances and connections to existing paths around Stave Hill. Granite setts. Includes edgings.
5.3	Waymarking	4	No	0	0	Cost included in project 25
5.4	Lighting	6	No	2500	15000	5m high column white lighting eg Urbis Sapphire lantern with 60W Cosmopolis lamp and 1770 reflector on 5m columns set at each main path entrance (including installation, testing and making good surfaces)
Construction sub-total					25400	
5.5	Preliminaries (15%)				3810	
Sub-total construction and preliminaries					29210	
5.6	Consultation and community engagement				250	Based on half day consultancy support to cover consultation by letter/phone
5.7	Surveys				3500	Topographical survey and utilities survey
5.8	Professional fees (15%)				4382	
5.9	LBS Project management (8%)				2337	
5.10	Contingency (15%)				4382	
Total project 5					44060	

Location:



Description:

The existing route across the central section of Russia Dock Woodland currently comprises two 90 degree turns within a short distance. This renders the route indirect and results in poor visibility along the path.

To alleviate this, a new short stretch of path is proposed to provide a straight, clear route through the woodland. The existing path would be taken out of use and replaced with a small hoggin path to provide a connection to route B8. New planting would be included to offset the vegetation that would need to be cleared to accommodate the new section of this route. This path would be sensitively and appropriately lit to ensure safety for users after dusk whilst preventing disturbance to wildlife.



View from Archangel Street looking towards the proposed new entrance



View looking towards the southern entrance to Russia Dock Woodland the new path would pass through the vegetation to the left



View looking towards the southern entrance showing the existing desire line

6 New path section through Russia Dock woodland						
Ref	Description	Quantity	Unit	Rate (£)	Total	Notes
6.1	Site clearance	440	m2	15	6600	Break out and remove section of existing path. (Includes disposal to licensed tip)
6.2	Vegetation clearance	1	Item	1600	1600	Fell and remove existing vegetation along alignment of section of proposed new path
6.3	Groundworks	1	Item	7000	7000	Excavation of level route through existing raised ground. (Assumes disposal on site of excavated material and assumes material is not contaminated)
6.4	Red macadam cycle path - 2m wide	60	Lin m	125	7500	Including sub-base and edging
6.5	Concrete block pedestrian path - 2m wide	60	Lin m	125	7500	Including sub-base and edging
6.6	Hoggin path	110	Lin m	55	6050	New 1.5m wide path to provide low key connecting route to B8. (Includes edging and re-uses existing sub-base).
6.7	Native planting	500	m2	15	7500	5m band of planting on slopes either side of path
6.8	Grass seeding	2000	m2	3	6000	On lower slopes either side of path and to restore areas with deposited fill. Including grading, cultivation and ground preparation.
6.9	Waymarking	1	No	0	0	Cost included in project 25
6.10	Route lighting (between junction with Albatross way and east entrance to Russia Dock Woodland)	14	No	2500	35000	5m high column white lighting eg Urbis Sapphire lantern with 45W Cosmopolis lamp and 1770 reflector on 5m columns set at 16m centres along route (including installation, testing and making good surfaces)
		Construction sub-total			84750	
6.11	Preliminaries (15%)				12713	
		Sub-total construction and preliminaries			97463	

6. New path through Russia Dock Woodland South

6.12	Consultation and community engagement				500	Based on one day consultancy support to cover consultation by letter and local meeting
6.13	Surveys				3500	Topographical survey and utilities survey
6.14	Professional fees (15%)				14619	
6.15	LBS Project management (8%)				7797	
6.16	Contingency (15%)				14619	
		Total project 6			138498	