Appendix A

Appendix 2: Public realm strategy for the Enterprise Quarter

1.1 Public Realm Strategy

The public realm strategy set out in this section identifies the improvements that are needed to the public realm in association with development, in order to achieve the successful regeneration of the enterprise quarter and to contribute fully to the wider regeneration of the Elephant and Castle opportunity area as a whole.

Development of the sites identified in this SPD will generate significant numbers of additional pedestrians within the area, as will the intensification of use of the LSBU Estate that is envisaged in its Estate Plan.

This increase in pedestrian numbers will have an impact on the pedestrian route network, particularly in terms of routes to key public transport nodes, which lie in all directions. The function and appearance of key gateways into the area influence people's perceptions of accessibility and their choices as to whether to walk or use other modes of transport.

It will place additional pressure on the local public transport network that may be mitigated by creating better connections into surrounding areas. This applies both locally, to reduce the relative isolation of different parts of the area, and to encourage it to function as part of Central London by linking it better to the Thames. New and improved pedestrian links through the enterprise quarter form a vital part of these links.

It will also have an impact on the overall quality of pedestrian experience and therefore on the attractiveness of LSBU as a higher education institution and its success in attracting and retaining staff and students.

Increasing numbers of students and residents will also place additional pressure on public open space in what is an area that has already been identified as having a deficiency. Whilst improvements to the public open spaces adjoining the enterprise quarter will potentially allow them to be used more intensively, there is a need to address this deficiency by creating other forms of local public space for the enjoyment of the local population of residents, business users and students, in accordance with Southwark LDF policy.

The public realm strategy is based on a number of elements:

- Traffic free public spaces, where pedestrianisation or pedestrian priority is implemented to create new pedestrian space, including key public space nodes;
- Green links;
- Strategic gateways to the area as a whole, which link the enterprise quarter to other areas and to public transport nodes;
- Gateways into the heart of the area, which link the university to the wider area and to public transport nodes;
- Improvements to key streets;
- Improvements to secondary pedestrian routes/ service routes;
- Other aspirational elements; and

Traffic free public spaces

Key public space nodes

Green link

Strategic gateways

University gateways

Key street improvements

Secondary pedestrian routes/ Service courts

Aspirational public realm elements

4a Key to projects in this section and summarised in Figure 1.19

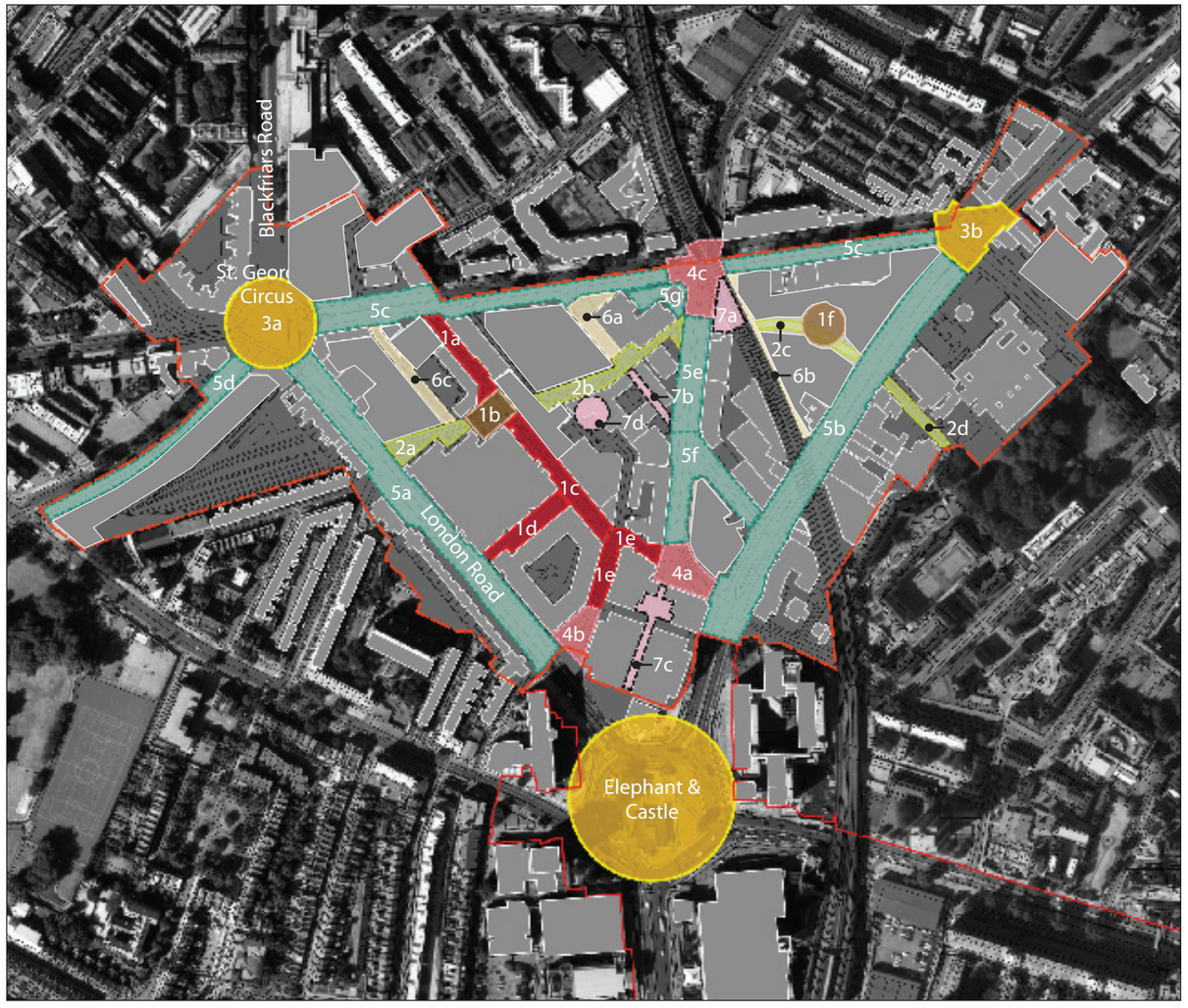

Figure 1.1 : Public Realm elements and projects

- Other transport improvements to pedestrian, cycle and bus facilities.

The aims and design principles for the different elements are outlined and illustrated in the remainder of this section. Specific proposals will need to be developed, based on detailed survey and analysis of the existing situation in terms of operational matters, services location and capacity etc.

1.2 Traffic free public spaces - Keyworth Street

(Projects 1a, 1b, 1c, see also 1d overleaf)

1.2.1 Aims

- Define a central north-south pedestrian spine with cycle access and facilities through the enterprise quarter, from the Newington Causeway gateway to Borough Road. This would link together key University buildings and also provide a series of smaller linked spaces.
- Define a new square at the junction with Thomas Doyle Street, which represents the intersection between the main north-south and east-west pedestrian routes through the site. The design of this space should relate to any potential redevelopment or reconfiguration of Hugh Astor Court.
- Enhance permeability and legibility through the university.
- Improve legibility of the university from London Road.
- Enhance key pedestrian routes and views from London Road into the university quarter.
- Define a new public space within centre of the area, reinforcing the sense of place and providing a major external social space.
- Improve pedestrian access into the London Road building from Keyworth Street.
- Allow limited access for emergency and service vehicles as necessary but minimise impact of vehicles on the pedestrian environment and overall character of area.
- Improve perceived and actual personal security through improvement of informal surveillance and better boundary treatments
- Maintain cycle access, enhance quality with shared use of space and provide cycle parking facilities.

1.2.2 Design Principles / proposals

- Create a pedestrian priority precinct with cycle access along the main north-south axis between Borough Road and Ontario Street through removal of all vehicles except emergency access and essential service vehicles. Allow possible time limited access for deliveries, with potential for disabled parking on adjacent Thomas Doyle Street.
- Enhance the Keyworth Street entrance into the London Road building in order to improve both access and legibility. New step access should also act as an informal meeting and seating area as part of wider street improvements.
- Define a new square at the junction with Thomas Doyle Street. This

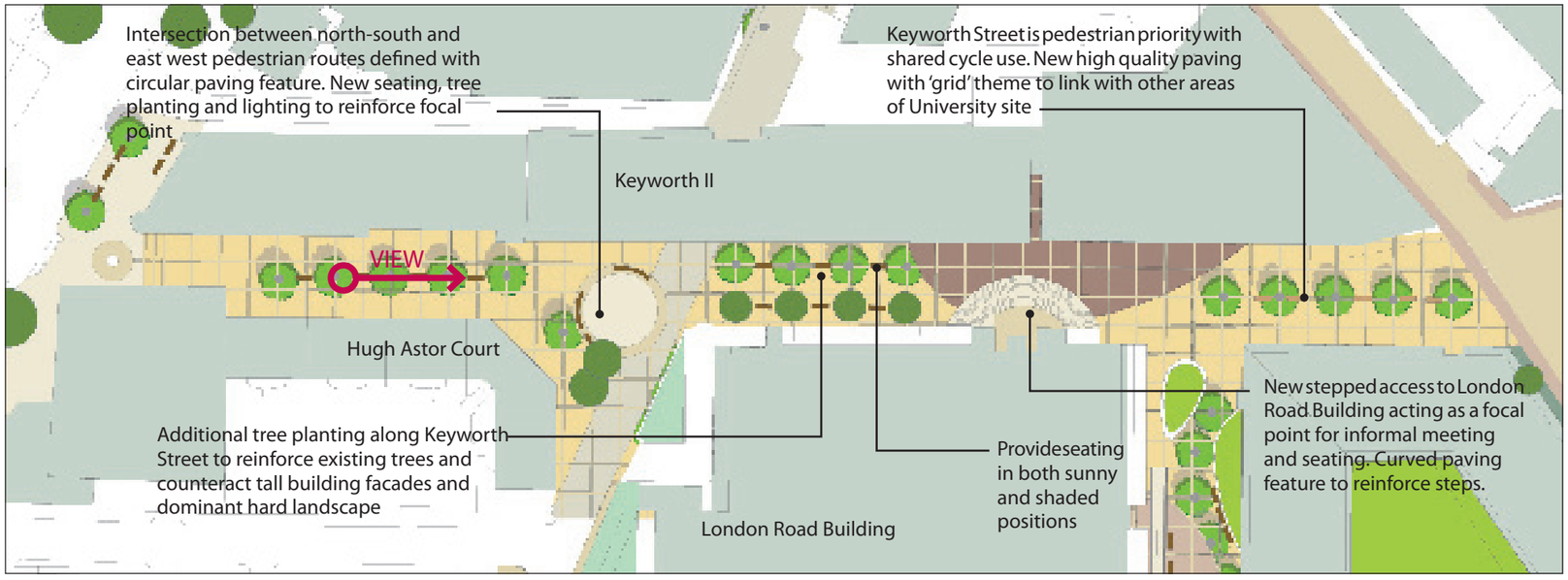

Figure 1.2 : Illustrative plan of Keyworth Street public space

Figure 1.3 : Illustrative sketch of Keyworth Street public space

would be the intersection with the proposed east-west pedestrian route — via the Keyworth II Building — to the Tower Building and Southwark Bridge Road, and the north-south route along Keyworth Street. Aim to introduce activities around edges of this space that could spill outdoors. Provide additional tree planting along the route, as well as amenity light columns and seating between trees, positioned to take advantage of the micro-climate. These would reinforce pedestrian character and encourage stationary activity and socialising.

- Hugh Astor Court: subject to consultation, potential for removal or reduction in height of boundary wall in short-term, in order to increase passive surveillance from building onto route. Bin storage would require reconfiguration.
- Define coherent landscape themes for elements such as paving, planters, lighting etc. to denote university quarter, in terms of design concepts, materials and elements, for instance 'grid' paving theme and raised lawns as illustrated.

1.3 Traffic free public spaces - London Road car park

(Project 1d)

1.3.1 Aims

- To define a new public space within the centre of campus to reinforce the sense of place within the university and provide a major external social area.
- Improve pedestrian access to the London Road building from Keyworth Street and London Road, including wheelchair access from Keyworth Street.
- Enhance permeability across the university area and links to London Road.
- Minimise the impact of vehicles on the pedestrian environment and overall character of the university.
- Provide cycle parking to serve London Road building.

1.3.2 Design Principles / proposals

- Remove car parking from the space and define as a pedestrian-only area. Emergency access may be required to be incorporated into the layout. First phase may retain disabled car parking bays to the Keyworth Street end of the space.
- Provide a short ramped link to the new square, offering direct access from London Road.
- Repave space with quality materials, introducing tree planting and raised lawn areas to give definition to the space, soften the hard lines and provide informal seating.
- Provide ramp and step routes from the space up to the existing London Road building access.
- Enhance lighting to the space with uplighters and pedestrian-scale

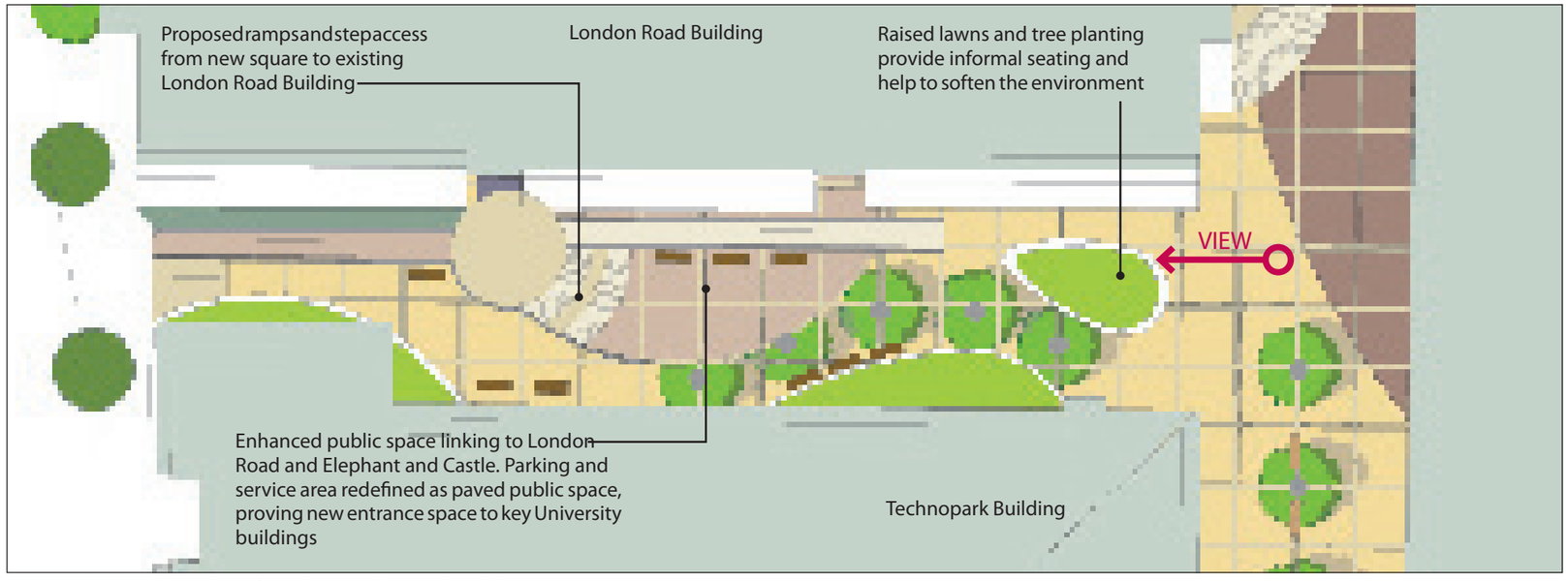

Figure 1.4 : Illustrative plan of London Road car park public space

Figure 1.5 : Illustrative sketch of London Road car park public space

feature columns.

- Enhance the entrance into London Road building with a wider platform space at high level where steps and ramps meet.
- Encourage potential for social use and/or outdoor study through consideration of WiFi provision, moveable tables and chairs, etc.

1.4 Green Link - Thomas Doyle Street/ Kell Street

(Project 2a, 2b)

1.4.1 Aims

- Improve legibility of the university from London Road.
- Enhance this key pedestrian route and views from London Road into the university quarter.
- Improve perceived and actual personal security by improving overlooking and informal surveillance and improving boundary treatments.
- Define a new square at the junction with Keyworth Street, which represents the intersection between the main north-south and east-west pedestrian routes through the site. The latter will offer a continuous route from London Road to the Tower building and Southwark Bridge Road via the new Keyworth II Building. The design of this space should relate to any potential redevelopment or reconfiguration of Hugh Astor Court.

1.4.2 Design Principles / proposals

- Soften the frontage to the London Road Building frontage and enhance lower basement areas by providing additional trees and taking up paving to allow ground cover planting.
- Provide enhanced University signage feature to the corner of the building onto London Road in order to improve the legibility of University within wider area.
- Close off the street to the east of Rotary Street to vehicles except emergency access, forming a pedestrian square with Keyworth St.
- Redevelopment opportunities on north side should provide an active built frontage and strengthen opportunities of passive surveillance onto street.
- Define a new square at junction with Keyworth Street with high quality paving including natural stone retaining existing trees and providing additional trees to south side. Provide raised planter to London Road building perimeter to enclose space with trees and ground cover set 450mm above street level to provide additional seating and enclose space. Provide seating and information board.
- Consider opportunities for public art in association with this square, either within space or around the perimeter.
- Hugh Astor Court – subject to consultation, remove or reduce height of boundary wall to allow building to relate better to square.

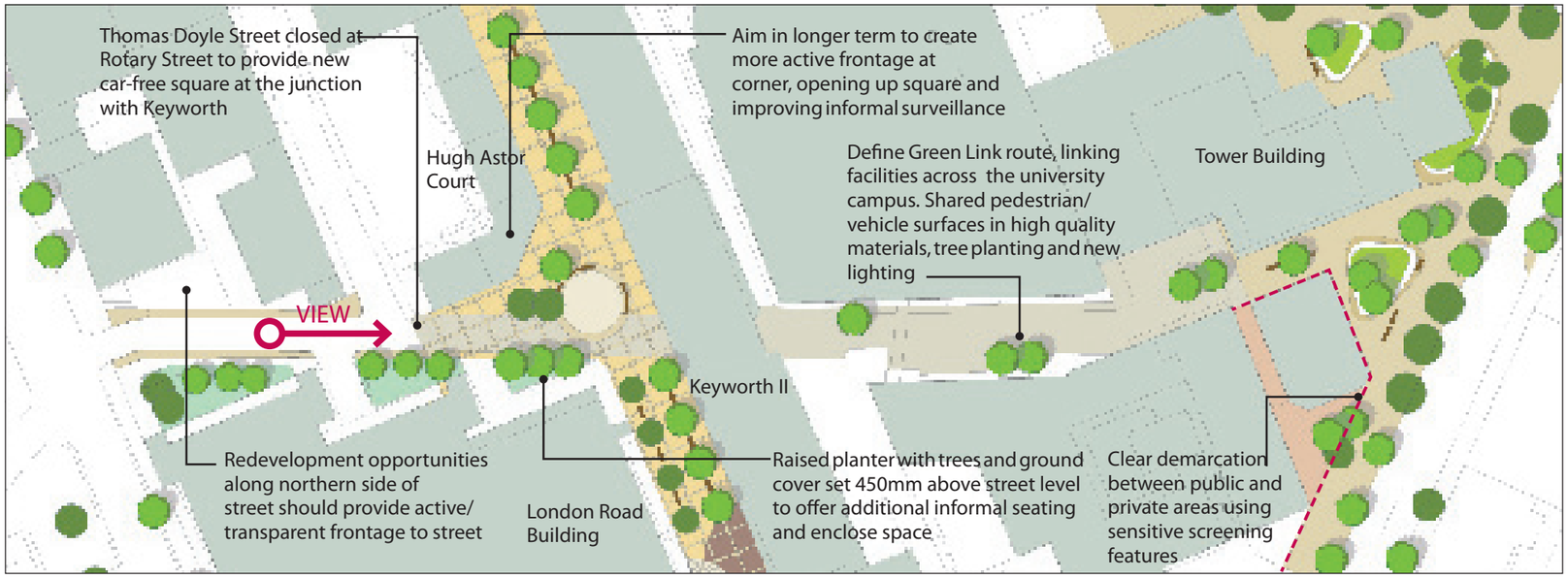

Figure 1.6 : Illustrative plan of Thomas Doyle Street Green Link

Figure1.7 : Illustrative sketch of Thomas Doyle Street Green Link

1.5 University Gateway - Ontario Street

(Project 4b)

1.5.1 Aims

- Define gateway to the university quarter from Elephant and Castle and the tube station, in order to improve the university's 'front door'.
- Restructure the existing space to provide a high quality urban square.
- Provide bus stop related seating within the improved space, encouraging greater use of public transport.
- Reinforce the use of the space as a pedestrian urban square whilst reducing non- essential vehicle use of space for illegal parking.

1.5.2 Design Principles / proposals

- Define a single paved space by removing the turning head, which is then relocated to Keyworth Street/Ontario Street, with barrier access into underground car park. Retain fire access across space, allowing exit onto London Rd. if required.
- Strengthen the urban character through removal of low wall and planting strip running alongside the Technopark building, allowing the edge of the building to define the boundary to the space.
- Retain existing trees around the perimeter in order to define a structure and enclose the space. Provide additional smaller trees of ornamental character, to provide character to central space. Introduce new lighting. Planting, lighting and paving layout should define the key desire line and a series of seating zones.
- Repave space with high quality materials — including natural stone — to reflect quality and aspiration of University and establish a standard for the rest of the quarter.
- Provide seating to encourage lunchtime activity, for public transport users and as a meeting place.
- Implement a co-ordinated signage scheme from the underground station through to Keyworth Street.

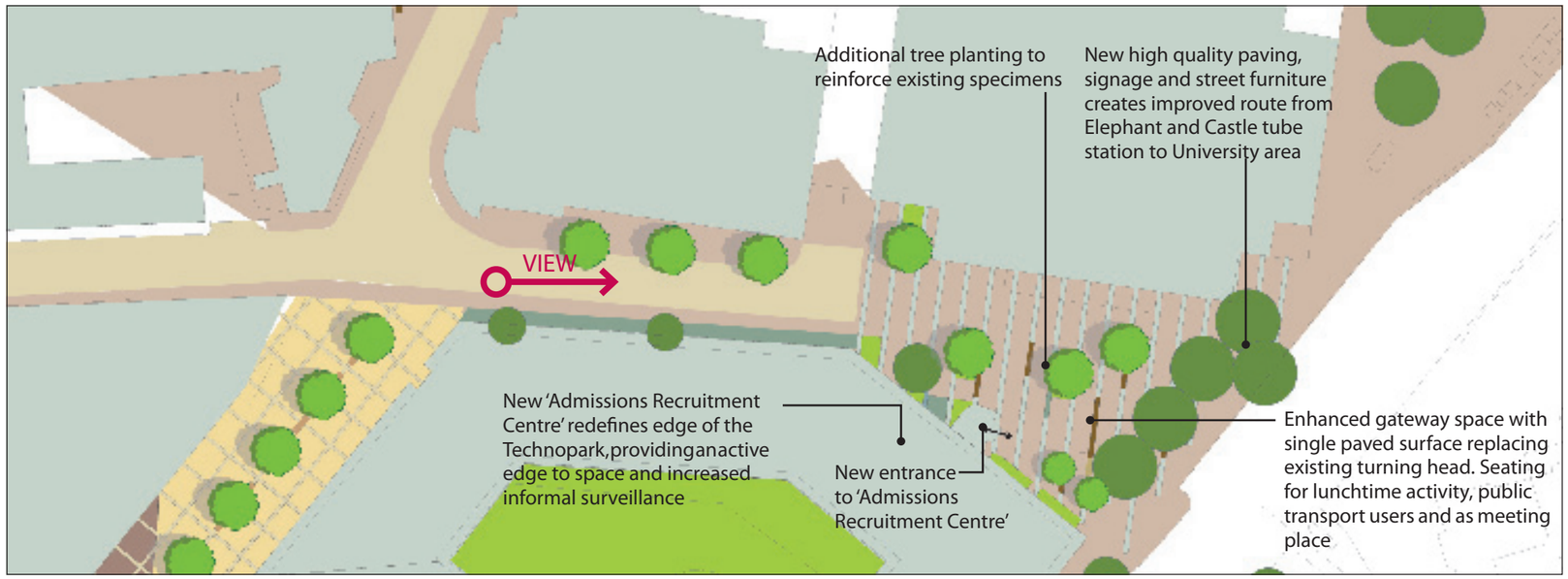

Figure 1.8 : Illustrative plan of Ontario Street Gateway

Figure 1.9 : Illustrative sketch of Ontario Street Gateway

1.6 University Gateway - Southwark Bridge Road

(Projects 4a, 5g, 5e)

1.6.1 Aims

- Reduce barrier effect and enhance east west permeability across the university.
- Create more public space for pedestrians to enjoy within the area.
- Strengthen the gateway on Borough Road.

1.6.2 Design Principles / proposals

- Define areas for public space and those that will remain as private space.
- For public space, remove fence to boundary of site and create an open public square.
- Provide new seating and lighting and soften the harsh building forms through raised lawns and tree planting.
- Remove parking from the area and repave to form square, defining entrance to Tower building.
- For private space, provide attractive boundary treatment, screening service areas where necessary and allowing views through to landscaped private areas as appropriate.
- Consider opportunities for integrating public art into public realm.

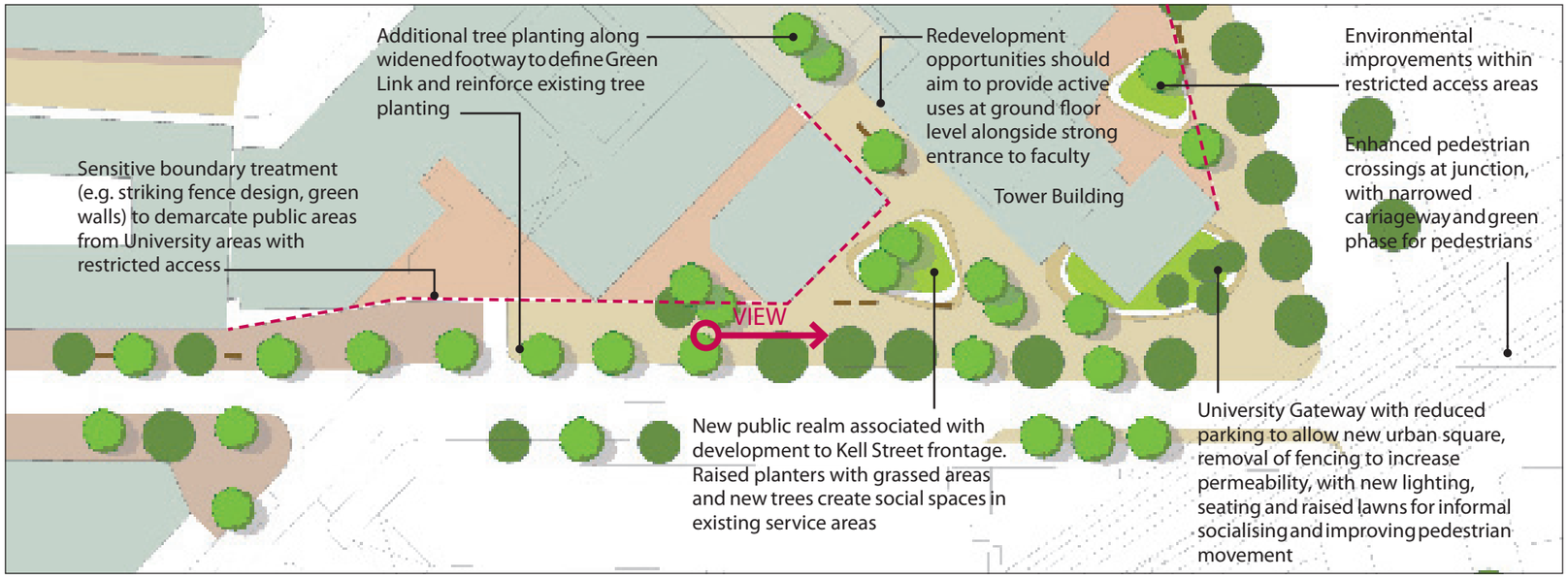

Figure 1.10 : Illustrative plan of Southwark Bridge Road Gateway

1.7 Southwark Bridge Road & junction with Borough Road

(Project 4c)

1.7.1 Aims

- Improve pedestrian crossing facilities.
- Enhance the visual appearance of rail bridges, so as to enhance the legibility of this gateway into the university area.
- Reinforce 'Boulevard' character along Southwark Bridge Road, in order to enhance the pedestrian environment and provide opportunities for seating.
- Reduce the impact of vehicles on the area.
- Introduce ground floor activities around edges of space, particularly those that could spill outdoors to animate the space.

1.7.2 Design Principles / proposals

- Define areas to be public space and those to remain as private space.
- For public space, remove fence to boundary of site and create an open public square.
- Provide a pedestrian controlled crossing to the existing traffic light junction.
- Extend the width of footways to the south side of Southwark Bridge Road and provide tree planting, extending the tree-lined character towards the junction.

Figure 1.11 : Illustrative sketch of Southwark Bridge Road Gateway

- Provide amenity lighting to illuminate the bridge as part of a Public Art strategy.
- Repave footway along west side and enhance lighting.

1.8 University Gateway - Newington Causeway

(Project 4a)

1.8.1 Aims

- Enhance the pedestrian environment around the gateway to the university from Newington Causeway.
- Extend the existing public space design to link across to Eileen House, increasing the physical presence of the building.
- Reduce impact of vehicles on the area.
- Reinforce the 'Boulevard' character of Southwark Bridge Road, in order to enhance the pedestrian environment and provide opportunities for seating.
- Maintain cycle routes and improve safety of cyclists using them.
- Promote pedestrian link towards Bankside.
- Provision of cycle racks that could be used for general cycle parking or a future cycle hire scheme.

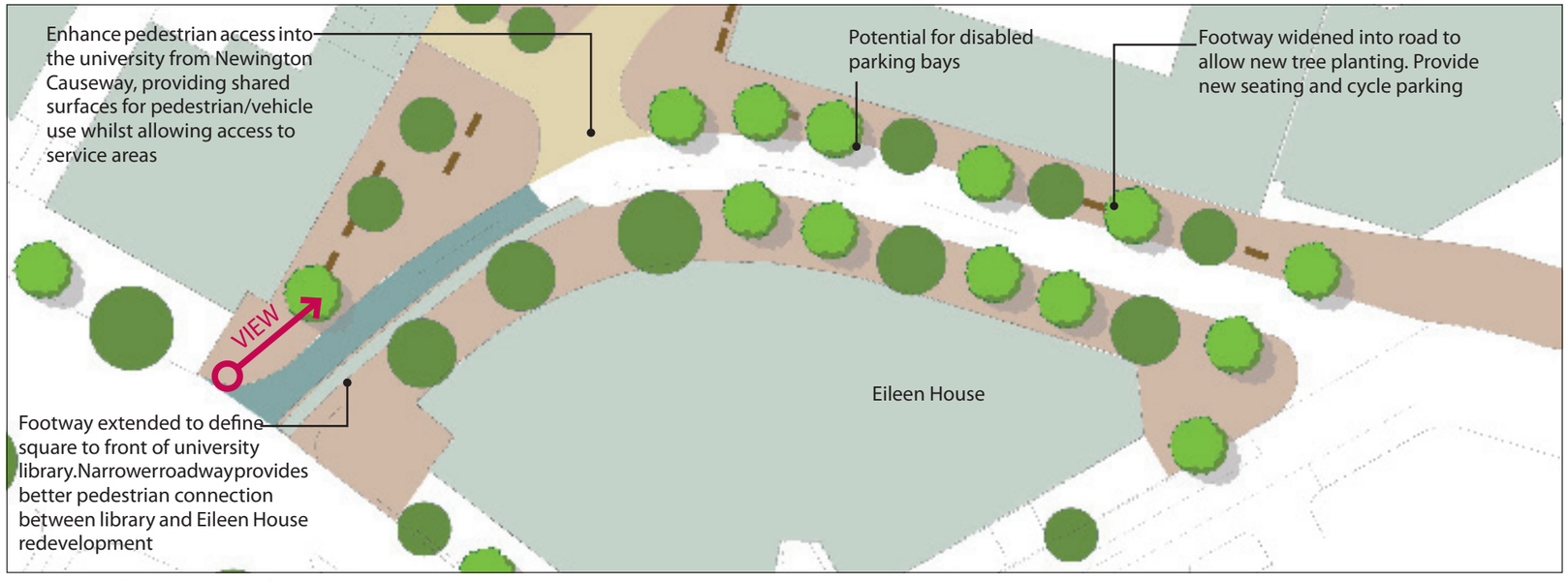

Figure 1.12 : Illustrative plan of Newington Causeway Gateway

1.8.2 Design Principles / proposals

- Provide a shared surface to Keyworth Street (south of Ontario Street) in order to create a wider pedestrian entrance to the quarter. This will link the university library into the main Keyworth Street pedestrian enhancement scheme. Vehicular access will be for emergency and essential services, access to underground car park and disabled parking only.
- Southwark Bridge Road between Keyworth Street and Gaunt Street: To work with Transport for London to find an innovative urban design and highways solution which meets the needs of all users including pedestrians, cyclists and buses, the aim being to create an attractive and usable environment, using high quality materials and providing cycle parking, street furniture and seating. To work with Transport for London to achieve the Council's aim to move all parking, including bus stands, and islands that currently define the contraflow cycle lane. Extend footways on both sides to define the narrowed carriageway and reinforce with tree planting. Provide cycle and disabled parking, street furniture and seating.
- Extend the footway outside the university library, in order to define the space with quality paving, seating, cycle parking and uplighters to tree planting. Extend space across street to Eileen House. Provide a raised table to carriageway.
- Relocate the seven bus stands from Southwark Bridge Road to Gaunt Street and/ or further north on Southwark Bridge Road and improve layover facilities for drivers.

Figure 1.13 : Illustrative sketch of Newington Causeway Gateway

- Provide signage to university and Bankside.
- Provide safe and convenient cycle route in less visually intrusive manner than at present. Provide cycle parking.

1.9 Strategic Gateway - Newington Causeway

(Project 3b)

1.9.1 Aims

- Define urban square, in order to enhance legibility within the neighbourhood.
- Provide space for outdoor seating associated with Public House and in the event of with potential development, create active frontage..
- Develop location for public art, in order to reinforce gateway to the university quarter.
- Create punctuation point midway between London Bridge area and Elephant and Castle.

1.9.2 Design Principles / proposals

- Repave space with high quality materials including natural stone, allowing definition of sense of place within floorscape.
- Provide seating and tree planting with uplighters.
- Create public art feature, either through lighting or permanent installation.
- Removal of hoarding in short term, with longer-term implementation of public art alongside redevelopment of site with commercial / café frontage.

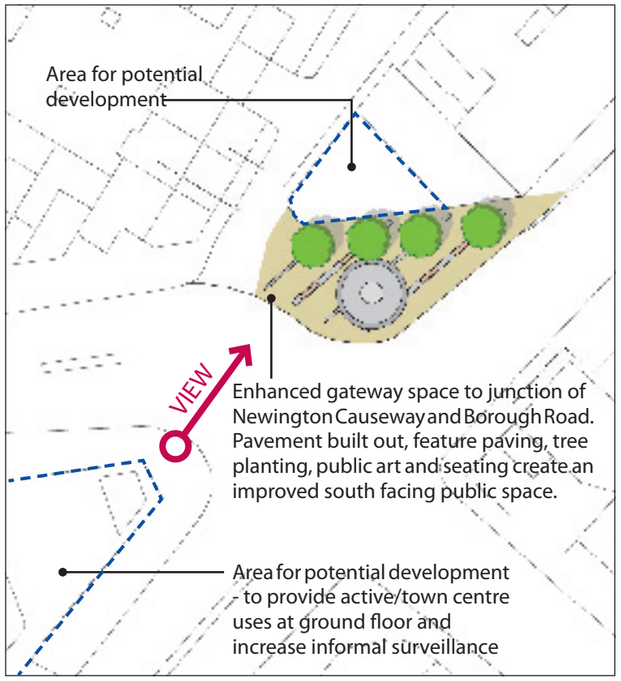

Figure 1.14 : Illustrative plan of Newington Causeway Gateway

Figure 1.15 : Illustrative sketch of Newington Causeway Gateway (with pub garden redeveloped)

Figure 1.16 : Illustrative sketch of Newington Causeway Gateway (with pub garden

1.10 Strategic Gateway - St. George's Circus

(Project 3a)

1.10.1 Aims

- To reinforce the existing Circus form as a physical and visual gateway to the enterprise quarter from the north and west.
- Encourage the use of the space as a public square for activities such as street cafés.
- To respect the historic circus form and strengthen the sense of enclosure through built form and tree planting.
- Improve pedestrian movement around the Circus and across it if possible.
- Enhance the setting of the central monument.
- To integrate a public transport route in a manner that is sensitive to the form of the Circus and to make sure that the space as a whole is enhanced in association with this being introduced.

1.10.2 Design Principles / proposals

- Extend the width of footways to the outer perimeter, in order to reduce the impact of vehicles on the pedestrian environment and allow space for street cafés and seating.
- Narrow the carriageway or extend the width of central islands at entry points into the Circus, to enable easier pedestrian crossing and to reduce vehicle speeds.
- Provide a circle of trees to all sides of the space, helping to define the Circus feature.
- Reduce the size of the central island and define a 'circle' around the monument through new paving.
- Improve the pedestrian experience, including improving pedestrian priority, around and across St. George's Circus to help make pedestrians feel more safe, particularly when crossing roads. Improvements should be carefully balanced against any adverse impact, especially on public transport and should achieve an overall net people-movement benefit

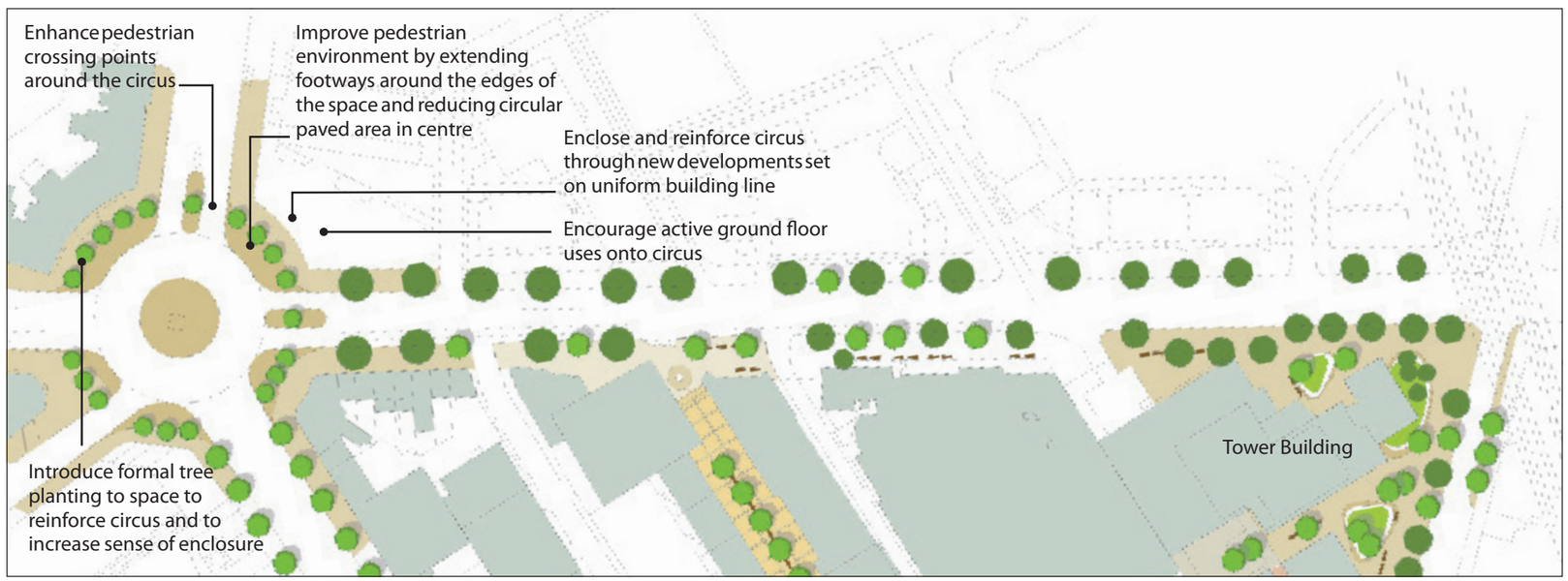

Figure 1.17 : Illustrative plan of St. George's Circus Gateway

1.11 Street Improvements - Borough Road

(Project 5c)

1.11.1 Aims

- Reinforce the 'Boulevard' character and city-scale hierarchy in order to aid legibility at the local and city scale.
- Define a linear space along the front of the university buildings to encourage stationary activity and socialising.
- Promote cycling along defined routes.

1.11.2 Design Principles / proposals

- Reinforce tree planting and provide footway lanterns to lamp columns, in order to reinforce a street hierarchy and illuminate footways where mature tree cover exists.
- Further enhance the route through uplighters to trees alongside University buildings.
- Repave the footway and provide co-ordinated street furniture to unify the full length of the route.
- Provide seating outside any proposed University buildings, further defining the route as a 'front door' to University.
- Potential location for disabled parking bays linking to Keyworth St. axis.

1.12 Street improvements - London Road

(Project 5a)

1.12.1 Aims

- Reinforce the 'Boulevard' character and city-scale hierarchy in order to aid legibility at the local and city scale.
- Define a linear space along the front of the university buildings to encourage stationary activity and socialising.
- Promote cycling along defined routes.
- Enhance the area around Garden Row, Gladstone Street and London Road to create a small public space

1.13 Street Improvements - Newington Causeway

(Project 5b)

1.13.1 Aims

- Reinforce the 'Boulevard' character and city-scale hierarchy in order to aid legibility at the local and city scale.
- Aim to promote cycling along defined routes.

1.13.2 Design Principles / proposals

- Reinforce tree planting and provide footway lanterns to lamp columns, in order to reinforce a street hierarchy and illuminate footways where mature tree cover exists.
- Repave the footway and provide co-ordinated street furniture to unify the full length of the route.

1.14 Secondary Pedestrian Routes/ Service Routes - Rotary St.

(Project 6c)

1.14.1 Aims

- To define main vehicle circulation route for servicing around north west side of University.
- Provide safe secondary pedestrian route linking Students Union to London Road bus stops.

1.14.2 Design Principles / proposals

- Repave footway with slabs to enhance pedestrian route.
- Provide traffic calming to ensure vehicle speeds are kept to 20mph through University quarter.
- Ensure new developments onto street provide a level of surveillance onto route and minimise blank frontages at ground level.

5.15 Public realm and other local transport projects

The lists of potential public realm and other local transport projects are set out in Figures 1.18 and 1.19 overleaf, together with budget estimate for the cost of each.

However, there is a need to upgrade the public realm throughout the area and additional projects may be identified, or the scope of projects amended over time, in response to changing circumstances in the enterprise quarter.

Throughout the area, well designed schemes will be required for the public realm, using high quality materials and street furniture, well designed and detailed and to a high standard of construction.

For clarity, a public realm project in this context means off-site works in association with a development proposal to create a new public route or space with public access rights or to enhance an existing public route or space. New or enhanced boundary treatments may be included within this definition.

To raise the quality of the enterprise quarter as a whole and, in particular to provide more traffic free public space and to enhance links to public space and public open spaces, means that streetscape improvements cannot solely be confined to the areas in and around development sites. The strategy will therefore be based on the following principles:

- All enterprise quarter uses and users can benefit from a high quality public realm and all developments will place some demands on the public realm within the enterprise quarter. All developments should therefore contribute towards public realm improvements.
- The key public realm projects are those to provide public space for pedestrians in order to help address the impact on existing public open spaces, and those to facilitate connections to public transport nodes on foot. These are:
  - Creating traffic free pedestrian spaces;
  - Establishing 'green links' between them and to connect to open space within the vicinity; and
  - Enhancing key strategic and University gateways.
- All developments should contribute towards one or more of these projects.

An initial stage of work will be for this public realm strategy to be refined tested and detailed in association with transport proposals and based on surveys and detailed consultation. The detailed strategy should define the palette of materials, elements and details and should coordinate the detailed design of each project.

No.	Location	Component	Responsibility	Nature of project	Contingent upon?	Potentially associated with? (although not contingent upon)	Budget estimate £
1. Traffic free public spaces							
1a	Keyworth Street (north)	-	Public highway	Pedestrianise	Traffic orders	Completion LSBU St George's Chapel development	200,000
1b	Keyworth Street/ Thomas Doyle St.	i	Public highway	Pedestrianise to create new public square	Traffic orders Implementing agreed strategy for servicing Upgrade underground services as necessary	Completion LSBU Keyworth II development Coordinate scheme with Project 1aii	184,000
		ii	LSBU land	Landscape private space to create new public square		Coordinate scheme with Project 1ai	
1c	Keyworth Street (centre)	-	Public highway	Pedestrianise and improve accessibility of LSBU premises	Traffic orders Removal of LSBU London Road car park Implementing agreed strategies for servicing and disabled parking Upgrade underground services as necessary	Not before completion LSBU Keyworth II development	371,000
1d	LSBU London Road car park	i	LSBU land	Create new pedestrian public space and improve accessibility of LSBU premises	In short term prioritise for LSBU essential parking and aim to remove all parking in long term.	Coordinate scheme with Project 1dii	284,000
		ii	LSBU land	Create new pedestrian public space	Relocation of LSBU disabled parking to agreed strategy Project 1di	Coordinate scheme with Project 1di	
1e	Ontario Street/ Keyworth Street (south)	-	Public highway	Reduce vehicle priority and enhance public realm and accommodate servicing strategy as appropriate	Coordinate scheme with Projects 1b, 1c, 1d and 4a	-	227,000
1f	Triangle site	-	Private ownership	Create new public courtyard space	Development of site	-	n/a
2. Creating 'green links' to parks/ public spaces							
2a	Thomas Doyle Street (west)	i	Public highway	Reduce vehicular priority, enhance and 'green' public realm and accommodate servicing strategy as appropriate	-	Project 3c Coordinate scheme with Project 2aii	134,000
		ii	LSBU land	Enhance and 'green' public realm through treatment of private space	-	Coordinate scheme with Project 2ai	
2b	Kell Street	-	LSBU controlled land	Create new public pedestrian 'green' link	Development of site adjoining to improve supervision of space	Development of adjoining sites eg rear of LSBU Borough Road building	138,000
2c	Triangle site	-	Private ownership	Create new public pedestrian 'green' link	Development of site	-	n/a
2d	Avonmouth Street/ park entrance	-	Public highway	Reduce vehicular priority, enhance and 'green' public realm	-	Development of adjoining sites eg Newington Causeway/ Tiverton Street	91,000
3. Strategic gateways							
3a	St George's Circus	-	Public highway	Enhance public realm and create more usable pedestrian space around perimeter		Development of adjoining sites eg Erlang House / LSBU St. George's Circus/ TfL Sidings	444,000
3b	Newington Causeway/ Harper Road		Public highway	Enhance public realm	-	Development of adjoining sites eg Triangle site	155,000
4. University gateways							
4a	Southwark Bridge Road (south)	-	Public highway (possible component of private land)	Reduce vehicle priority and enhance public realm	Traffic orders LT agreement re bus stand provision and location Project 5f or agreed alternative	Eileen House redevelopment	232,000
4b	Ontario Street/ Keyworth Street (south)	-	Public highway	Reduce vehicle priority and enhance public realm and accommodate servicing strategy as appropriate	Coordinate scheme with Projects 1b, 1c, 1d and 4a	-	227,000
4c	Southwark Bridge Road/ Borough Road	i	Public highway	Enhance public realm and upgrade pedestrian crossing points	-	-	95,000
		ii	Rail company control	Enhance rail bridges	-	-	

Figure 1.18 : Public realm projects and phasing (part 1)

5. Key street improvements							
5a	London Road	-	Public highway	Public realm improvements		Development of adjoining sites eg LSBU St George's Circus	280,000
5b	Newington Causeway	-	Public highway	Public realm improvements	-	Development of adjoining sites eg Eileen House/ Newington Causeway	419,000
5c	Borough Road	-	Public highway	Public realm improvements	-	Development of adjoining sites eg LSBU St George's Circus, Borough Road/ Triangle site Completion of LSBU St George's Chapel development	158,000
5d	Lambeth Road	-	Public highway	Public realm improvements	-		56,000
5e	Southwark Bridge Road	-	Public highway	Public realm improvements	-	-	174,000
5f	Gaunt Street/ Southwark Bridge Road (centre)	-	Public highway	Enhance public realm and relocate bus stands to facilitate project 4a	Traffic orders LT agreement re bus stand provision and location	Project 4a	316,000
5g	Borough Road/ Southwark Bridge Road	-	LSBU controlled land	Create new public realm or enhance public realm through treatment of private space or development		-	384,000
6. Secondary pedestrian routes/ Service routes							
6a	Borough Road/ Thomas Doyle Street	-	LSBU controlled land	Creating new pedestrian route	Project 2b (at least in part)	Development of adjoining sites eg LSBU Tower Building	n/a
6b	East side rail line	-	Private ownership	Provision of new pedestrian link	-	Development of adjoining sites eg Triangle site	57,000
6c	Rotary Street	-	Public highway	Reduce vehicle priority and enhance public realm and accommodate servicing strategy as appropriate		Project 2a Development of adjoining sites eg LSBU St George's Circus site Completion of LSBU St George's Chapel Building	57,000
7. Aspirational elements							
7a	Southwark Bridge Road (east side)	-	Private ownership	Creating new pedestrian link through rail arches	LBS acquisition of land	-	n/a
7b	Thomas Doyle Street/ Southwark Bridge Road	-	LSBU controlled land	Creating new pedestrian link	Development of site	-	n/a
7c	Elephant and Castle Roundabout/ Southwark Bridge Road	-	Private ownership	Creating new pedestrian link	Change in operation or redevelopment of site	-	n/a
7d	Thomas Doyle Street/ Southwark Bridge Road	-	LSBU controlled land	Creating new public open space or public space	Development of site	-	n/a
						TOTAL	4,683,000

Note: Costs for budget purposes only based on drawings in this section, as 2nd Quarter 2007. Inclusive of allowances for fees, contingency/ design risk but exclusive of VAT. No allowances made for utility diversions, traffic management, costs associated with programming requirements or other costs outside scope of SPD document.

Figure 1.18 : Public realm projects and phasing (part 2)

Proposed Transport Improvements Programme and Estimated Costs		
Transport Improvements (1)	Time Frame (2)	Preliminary Cost Estimates (3)
1. Cycling Improvements		
Installation of 8 bicycle parking spaces – 109-112 Borough Road	Short term	Included in planning application
Installation of 44 bicycle parking spaces – Keyworth Building	Short term	Included in planning application
Additional cycle parking outside London Road building – 10 sheffield stands	Immediate	£3000
Additional cycle parking outside Main building on Borough Road – 5 sheffield stands	Short term	£1500
Additional cycle parking outside Perry Library – 6 sheffield stands	Immediate	£1800
Bicycle parking installed between Technopark and London Road Building – 20 sheffield stands – contingent upon development of new public space in this area	In line with public realm improvements	£6000
Additional cycle parking outside Technopark building on Keyworth St – 5 sheffield stands	Medium term	£1500
Additional cycle parking outside temporary Student Union building on Keyworth St. – 5 sheffield stands	Medium term	£1500
Additional signage at the junction of Southwark Bridge Rd./ Gaunt Street to improve legibility of southbound contra-flow cycle path	Short term	£300
Conversion of a pelican crossing to a formal toucan crossing at the junction of London Road, Ontario St. and Princess St.	Medium term	£25,000
Repainting of green cycle lanes on Borough Road between Southwark Bridge Rd. and London Rd. (300 metres each direction)	Medium term	£17,000
2. Pedestrian Improvements		
Installation of pedestrian aspects and improved lighting at signalised junction of Southwark Bridge Rd. and Borough Rd.	Medium term	£50,000
Installation of pedestrian aspect across western approach of Newington Causeway at junction with Southwark Bridge Road	Long term	£25,000
Installation of a pedestrian refuge on Borough Road at the pedestrian desire line adjacent to Keyworth Street	Long term	£12,000
Installation of improved signage around the LSBU campus clearly identifying key public transport nodes and stops	Short term	£2,000 per sign
Repaving of eastern pedestrian footpaths on London Rd. north of Thomas Doyle St.	Medium term	£17,500
Repaving of southern pedestrian footpaths on Borough Road west of Rotary St.	Medium term	£10,000
3. Rail and London Underground Services		
Improvement of pedestrian linkages to rail station entrances	In line with public realm improvements	Costs included in SPD document
4. Buses		
Installation of additional bus shelter near Ontario Street for passengers waiting for services at bus stop D and E.	Medium term	£10,000
Movement of seven bus stands on Southwark Bridge Road to further north	Long term	£2,000
5. Private Vehicle Access, Parking and Servicing		
Consolidation of servicing through consultation between different faculties to consolidate and create more sustainable servicing of LSBU	Short term	-
Reduction in off-street parking under the London Rd. building and construction of gym	Subject to planning application	Likely cost benefits from new gym
Removal of parking from between Technopark and London Road building	In line with public realm improvements	-

Notes:

1) Some of these improvements are contingent upon other projects going ahead. Where this occurs, details of these project linkages are detailed in the body of the report.

2) The time frames noted in the table above are as follows:

i. Short term – Less than 2 years

ii. Medium term – 2 to 5 years

iii. Long term – Greater than 5 years

3) Preliminary estimated costs include materials and installation (but exclude VAT) and are based on local contractor 2007 rates.

Figure 1.19 : Other local transport projects and phasing