

London Borough of Southwark



Quietway Cycling Proposals

Site H – Rothsay Street

Public Consultation Summary

September 2014

London Borough of Southwark

Site H - Quietway Cycling Proposals Rothsay Street

Public Consultation Summary

Contents

List of Figures	2
List of Tables	3
1.0 Introduction	4
1.1 Background	4
1.2 Project and Objectives	4
1.3 Consultation Procedure	6
2.0 Consultation Responses	7
2.1 Response Rate and Distribution	7
2.2 Questionnaire Analysis	7
2.3 Additional Comments	8
2.4 Levels of Consensus	14
2.5 Statutory Consultee Replies	15
3.0 Recommendations	16
Appendices	17
Appendix A: Initial Scheme Design	18
Appendix B: Consultation Documents	19
Appendix C: Location Plan and Extents of Consultation	20
Appendix D: List of Addresses within Distribution Area	21

List of Figures

Figure 1:	Location of proposed scheme	4
Figure 2:	Southwark's section of Quietway Route	5
Figure 3:	Graphical representation of consultation data for question 2	8

List of Tables

Table 1:	Returned questionnaire results for question 1	7
Table 2:	Returned questionnaire results for question 2	8

1.0 Introduction

1.1 Background

1.1.1 This document report has been produced by the London Borough of Southwark Public Realm Projects Group, to provide a summary of the consultation exercise for the Quietway Cycling Proposals for Site H in Rothsay Street. The measures are being drafted by the Public Realm Projects Team, with the project manager for this scheme being Chris Mascord (Senior Engineer).

1.1.2 The area under consideration is located within the SE1 district of Southwark (Chaucer Ward) in the north of the borough. See figure 1 below.

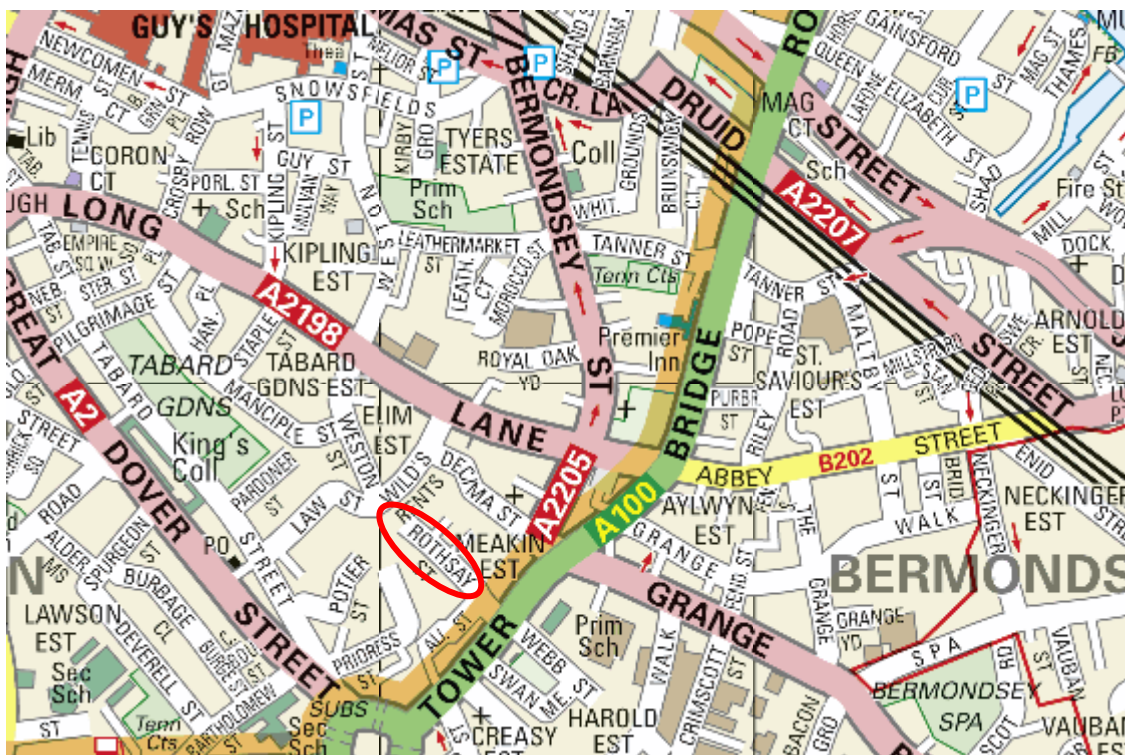


Figure 1: Location of proposed scheme

1.2 Project and Objectives

1.2.1 This site forms part of a series of improvements along the route within Southwark that starts from South Bermondsey Station in the east and traversing local roads to The Cut in the west (see figure 2). The proposed schemes will not only improve accessibility and safety for cyclists, but also significantly improve the streetscape.

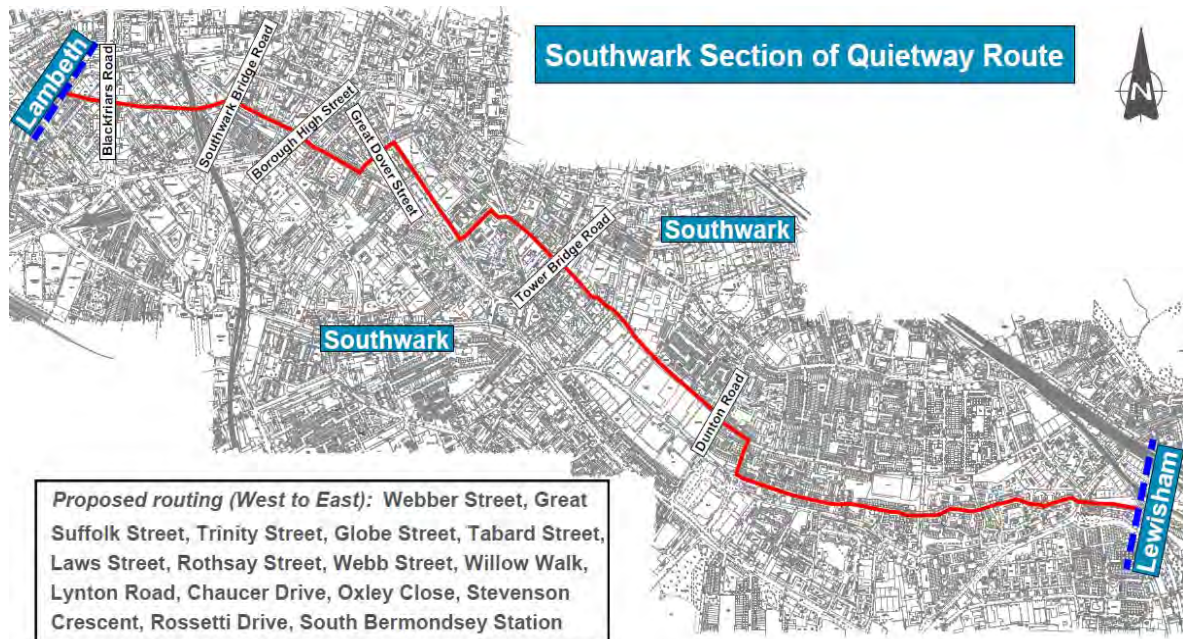


Figure 2: Southwark's section of Quietway Route

- 1.2.2 Quietways are a network of bike routes for less confident cyclists using residential streets with low traffic volumes. The routes are not just for current cyclists, but are for people who have always been put off cycling by the thought of sharing the road with high volumes of cars, vans, buses and lorries. Introducing Quietways forms an integral part of the Mayor of London's vision for cycling and the council's objective to significantly increase the number of residents using a cycling as their preferred mode of transport, particularly for local journeys.
- 1.2.3 The measures proposed in this consultation are part of the Council's ongoing commitment to make Southwark's streets safer and more accessible for all. The proposed measures will enhance the environment for all road users, reducing traffic speeds and improving pedestrian safety. Cycling proposals also have the added health benefits of improving the environment through reducing carbon emissions and getting more people onto bikes which in turn enhances their fitness and health.
- 1.2.4 The following measures were consulted upon to improve cycle safety and accessibility for Site H:

Section A

- Fully segregated cycle track between Rothsay Street and Law Street / Wilds Rents with existing pedestrian footway remaining in current location.
- Cycle track and footway to be separated by extension of central planting area. All existing mature trees to be retained.
- Existing raised carriageway table at junction of Wild's Rents / Weston Street / Law Street junction to be extended in Law Street to reduce traffic speeds and

assist cyclists accessing Rothsay Street. Carriageway table and surrounding footways to be repaved to improve the streetscape.

- Footways adjacent to the carriageway table to be built out with new tree planting introduced where possible to improve the streetscape. Wider footways will reduce traffic speeds and improve pedestrian accessibility.
- Law Street carriageway to be resurfaced and existing speed cushions to be converted to sinusoidal humps to improve the ride quality for cyclists using this section of the route.

Section B

- The junction of Tower Bridge Road / Rothsay Street / Webb Street is to be signalised as part of Transport for London's streetscape improvement scheme in Tower Bridge Road that has been consulted on separately.
- Rothsay Street to be one way westbound for general traffic from Tower Bridge Road to Alice Street. Cyclists will be able to travel eastbound and access Tower Bridge Road and Webb Street via a green traffic signal.
- Traffic in Rothsay Street and Alice Street will be able to access Tower Bridge Road via Green Walk.

(See Appendix A – Initial Scheme Design)

1.3 Consultation Procedure

- 1.3.1 The views of the local community and those of statutory consultees have been sought, prior to the development of measures to a detailed design stage. Active community participation was encouraged through the use of a consultation document and questionnaire (see Appendix B – Consultation Documents).
- 1.3.2 The consultation document included a covering letter describing the proposals and a request for comments (including information to assist in translation and large print versions of the consultation document), preliminary design drawings (A3 size) and a questionnaire/comment form that could be sent to the Public Realm Projects Group with a pre-paid address reply.
- 1.3.3 The consultation document was delivered to a geographical area centred on the Rothsay Street, Alice Street and Green Walk, using strategic roads and pedestrian desire lines as defined cut off points (See Appendix C – Location Plan and Extents of Consultation).
- 1.3.4 The distribution area was large enough to gain views from the wider community that may be considered to be affected by the proposed measures. A mailing list was established for the area by way of the Council's GIS database. In addition, the consultation documents and plans were supplied to the Council's established list of statutory consultees including London Buses, cycle groups and the Metropolitan Police. Please see Appendix D of list of addresses within the distribution area. Consultation documents were also delivered to the Southwark Housing Department and Grange Primary School.

- 1.3.5 The consultation documents were delivered by Royal Mail to 462 addresses detailed within the distribution list. The documents were delivered on the 5th August 2014, with a return deadline of the 5th September 2014, allowing 4 weeks for the consultation period. However due to the summer holiday period, responses were accepted online until the 12th September 2014.
- 1.3.6 The proposals were also available to view online using consultation section of the council's website, with an e-form questionnaire provided in order to capture responses.

2.0 Consultation Responses

2.1 Response Rate and Distribution

- 2.1.1 A total of 72 responses were received during the consultation period (45 returned questionnaires and 27 online responses), equating to a 16% response rate.
- 2.1.2 Four responses were received from Statutory Consultees (Southwark Living Streets, Southwark Cyclists, Lambeth Cyclists and Sustrans).

2.2 Questionnaire Analysis

- 2.2.1 The questionnaire element of the consultation document contained the following key questions and associated tick box options:

Q1. Are you a resident or business?

Q2. Do you support the proposals?

- 2.2.2 The following is a summary of replies received:

Question 1 - Are you a resident or business?

	Resident	Business
Replies	70	2
Total	97%	3%

Table 1: Returned questionnaire results for question 1

- 2.2.3 Table 1 indicates that the majority of responses received throughout the consultation period were from local residents, with only two businesses formally replying.

Question 2 – Do you support the proposals?

	Support	Opposed	No Opinion
Replies	29	41	2
Total	40%	57%	3%

Table 2: Returned questionnaire results for question 2

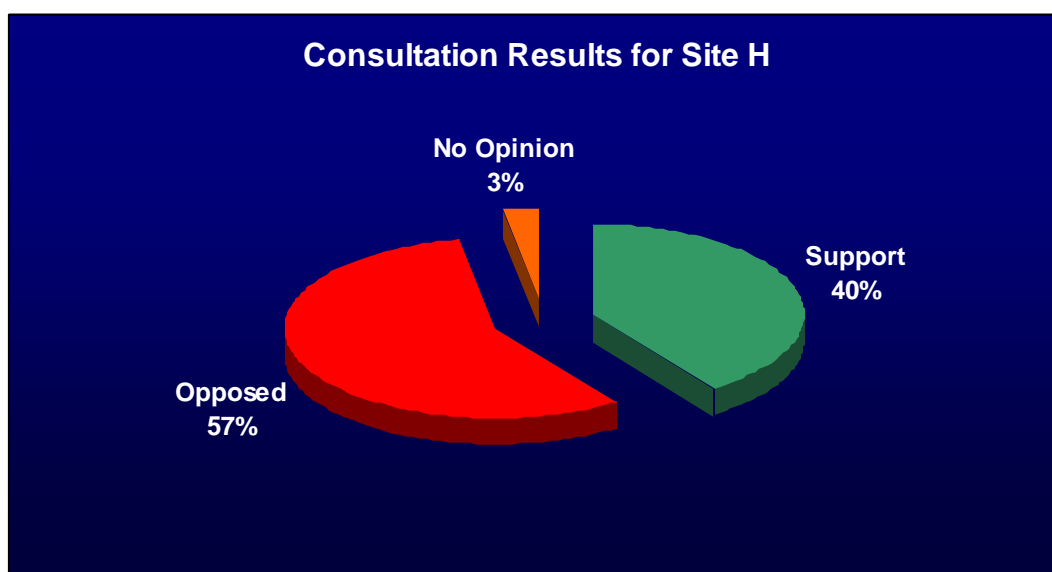


Figure 3: Graphical representation of consultation data for question 2

2.2.4 Table 2 and figure 2 indicate a majority opposed for question 2, with 57% objecting to the proposed measures.

2.3 Additional Comments

2.3.1 The questionnaire element of the consultation document invited consultees to attach any additional comments they may have on the proposals when returning the reply-paid questionnaire. Consultees were also able to reply to the consultation online using the council’s website.

2.3.2 Many respondents highlighted that Quietways were a great idea and will enable many cyclists to enjoy their rides in safe, quiet and less polluted areas.

2.3.3 Respondents in support of the proposed measures discussed that they would help cyclists get safety across Tower Bridge Road and potentially save lives. Signalling Tower Bridge Road is essential as there have been significant accidents there.

2.3.4 A number of respondents were very supportive of the plans which illustrated strong forward thinking by Southwark Council and TfL.

- 2.3.5 Many respondents were in favour of the proposed cycle track between Rothsay Street and Weston Street, as the current arrangement leads cyclists onto the pavement with pedestrians.
- 2.3.6 A number of respondents commented that they were regular cyclists and welcomed the new, safer route between Southwark and Lambeth through the provision of new infrastructure specifically targeted at signalised road junctions where the majority of accidents occur.
- 2.3.7 A respondent commented that it is good to see you have taken into account the concerns of residents whose front doors are facing the planting area between Rothsay Street and Law Street. 'Thank you for keeping pedestrians and cyclists separate.'
- 2.3.8 A number of respondents, inquired if the congestion charge zone will stay the same, as it's not fair that you have to pay the congestion charge just to access the Jam Factory car park. *
- * In response, the congestion charge zone area and associated infrastructure is managed by Transport for London and there are no plans as part of the Quietway proposals to revise the zone.
- 2.3.9 A respondent in support of the scheme requested if the proposed one-way working could be reversed so that traffic could still exit Rothsay Street to turn right into Tower Bridge Road, which is safer than exiting out of Green Walk. *
- * In response, sightlines for vehicles exiting Green Walk onto Tower Bridge Road are adequate to ensure good visibility in both directions. There is no kerbside parking to the south of the junction and kerbside parking controls extending 15m to the north from the junction. There is also a pelican crossing near the Bricklayers Arms roundabout that creates gaps in northbound traffic on Tower Bridge Road that assists vehicles exiting Green Walk.
- 2.3.10 A comment was made regarding the loss of parking associated with the extension of the raised carriageway table in Law Street and that parking on the road in the area is already limited. *
- * In response, only one bay is proposed to be removed in order to create a safer junction for both cyclists and pedestrians. The extension of the raised table will assist with curtailing traffic speeds on approach to the cycle path / access and pedestrian desire line across Law Street. It is noted that there is off street resident parking provided on adjacent estates and therefore this proposal has minimal effect on the availability of parking in the area.
- 2.3.11 A number of comments were made discussing that consideration needs to be given to pedestrians crossing at the Wilds Rents / Law Street / Weston Street junction as there is a blind bend, it is dangerous and vehicles drive at speed. *
- * In response, the junction is being upgraded to improve pedestrian safety and accessibility as well as curtailing traffic speeds. In particular, the southern side of the junction where Law Street joins Wilds Rents and Weston Street is being tightened with kerb buildouts and tighter corner radii that will restrict the speed of vehicles turning into Law Street. In addition, new pedestrian crossing points are

being installed to improve pedestrian accessibility and are being installed at locations where there are adequate sightlines for approaching traffic.

- 2.3.12 A comment was received stating that Rothsay Street is not busy enough to warrant making it one way. *

* In response, whilst traffic volumes are minimal in Rothsay Street, as there is no through traffic and the road is only used to access to a number of residential car parks, the one way proposals will provide cyclists with a full phase of green signal for up to 8 seconds at the junction with Tower Bridge Road. This is particularly pertinent, as the number of cyclists using the route is expected to increase significantly. Sharing the signals with eastbound traffic in Rothsay Street could potentially reduce capacity for cyclists at the junction. Eastbound car traffic has a viable alternative routing via Alice Street and Green Walk to access Tower Bridge Road.

- 2.3.13 A respondent commented that the scheme will impact on the access to the underground car park and you will need to install mirrors to prevent accidents, as more cyclists and pedestrian will be using the route. *

* In response, Rothsay Street has no through traffic, minimal traffic volumes and there have been no reported issues with pedestrians and cyclists conflicting with traffic exiting car parks in Rothsay Street. The ingress and egress of vehicles from the Jam Factory car park is minimal and intermittent and therefore there is no requirement to install highway safety measures at this location.

- 2.3.12 Analysis of the additional comments from respondents that objected to the scheme highlighted the following concerns:

A number of objections were received stating that the proposals will be detrimental for anyone trying to drive out of Rothsay Street, as Green Walk and Alice Street are very narrow and difficult to traverse. *

* In response, Rothsay Street is a no through road and therefore the only traffic traversing the area is local traffic from residential car parks. The junction of Rothsay Street and Alice Street is adequate to cater for right turning traffic from Rothsay Street and there is ample carriageway width so that no head on conflict is experienced between opposing traffic movements at the junction.

Whilst Green Walk and Alice Street are narrow adjacent to existing parking bays, there are sections of carriageway that have been designed as waiting areas to allow for oncoming traffic to pass a vehicle travelling in the opposite direction. Both streets are regularly traversed by refuse vehicles and larger lorries delivering to the builders merchants and the recently installed road layout has been designed using swept path analysis to ensure that larger vehicles are able to traverse both roads without mounting the footway.

It must be noted that the narrow sections of carriageway alluded to by residents are on straight sections of road, not junctions, so the correct vehicle alignment can be undertaken when traversing past the inset parking bays.

A number of respondents objected on the grounds that the cycle route will create a lot of noise for residents and is a waste of tax payers money and council resources. *

* In response, there is no increase in traffic proposed along Rothsay Street which incorporates the Quietway route. Whilst the numbers of cyclists are expected to increase as a result of the route formalisation and upgrade in infrastructure, cycling does not result in an increase in ambient noise levels or levels of pollution.

The proposed measures along the Quietway route align with the council's emerging cycling strategy and the Mayor's Vision for Cycling. The Mayor has commitment to invest total of £913m over the next 10 years in cycling safety and infrastructure development to significantly increase the modal share in cycling as a safe, healthy and sustainable form of transport in London.

The London boroughs will play a central role in delivering this vision, by helping to develop, fund and deliver better and safer routes for cycling.

The council welcomes significant investment from Transport for London to take forward the Quietway programme that will not only significantly upgrade a number of existing cycle routes, but also make considerable improvements to the streetscape for the benefits of all road users and local residents.

A number of respondents objected stating that it is already dangerous turning out of Rothsay Street into Tower Bridge Road and it is even more dangerous turning out of Green Walk, especially with the speed of traffic coming off the roundabout. *

* In response, there are adequate sightlines for vehicles exiting Green Walk into Tower Bridge Road. To the south of the junction on Tower Bridge Road there is no parking, so the kerblines are free from parking and obstruction from Green Walk to the Bricklayers Arms roundabout. The operation of a pelican crossing facility at the roundabout also provides gaps in northbound traffic on Tower Bridge Road so vehicles can safely exit Green Walk. Sightlines to the north of the junction are also adequate, with red route parking prohibitions adjacent to the kerb for approximately 15m.

In peak traffic flow periods there is a significant amount of congestion on Tower Bridge Road which means traffic speeds are minimal. This will also assist with egress of vehicles from Green Walk. However it is noted that an additional keep clear marking may be required to ensure that vehicles on Tower Bridge Road do not block vehicles exiting Green Walk.

The amount of additional traffic proposed to use this junction as a result of the one-way proposal is minimal and is estimated at a maximum of 15 vehicles per hour, which is recorded turning count value of vehicles exiting Rothsay Street from 8am – 9am on weekday period.

A number of objections discussed that the proposals will increase traffic past residential properties in Alice Street and Green Walk, which will be detrimental safety and environmental impact on residents. *

* In response, as discussed above, recent traffic counts in peak periods undertaken by Transport for London that have been used as part of the base model development for the signalisation of the Rothsay Street / Tower Bridge Road junction clearly show that the traffic turning out of Rothsay Street is minimal, which is to be expected for a street that just services a number of residential car parks. Therefore the additional eastbound traffic that will traverse down Alice Street and Green walk will be minimal. As a result, there is expected to be no direct impact on the safety of pedestrians or amenity of local residents.

The council recently upgraded all footways in Alice Street and Green Walk to improve pedestrian accessibility and safety. The footways, raised table at the junction of Green Walk and Alice Street and pedestrian crossing locations junction will remain unaffected by the proposals. Narrow sections of footway in Alice Street and Green Walk are either protected by high kerbs that prevent vehicle overrun or parking bays which totally separate pedestrians from vehicle flows on the adjacent carriageways.

Respondents objected indicating that Alice Street regularly becomes impassable due to delivery vehicles at the gates to the Jam Factory and it will be impossible to get out. Alice Street and Green Walk are not wide enough to cope with two-way traffic. *

* In response, there are double yellow line parking prohibitions at the junction of Green Walk and Alice Street that should prevent indiscriminately parked vehicles. Parking adjacent to this junction clearly blocks sightlines for pedestrians using the pedestrian crossing locations and narrows carriageway width, potentially obstructing vehicle flows in both roads. It is illegal to park across a pedestrian dropped kerb and parking on the southern kerblines of Green Walk adjacent to the junction will result in those vehicles potentially committing an offence.

It is evident from responses received from numerous residents that there is an issue at this location, most likely related to deliveries to the Jam Factory. Such indiscriminate parking on or around the Green Walk / Alice Street junction, can be addressed with targeted enforcement of the parking prohibitions.

It must be noted that both Green Walk and Alice Street currently operate with two-way traffic. As outlined earlier the sections of narrow carriageway in both Alice Street and Green Walk are only for short lengths, with wider sections of carriageway at the terminus of the inset parking bays to allow for two way traffic movement and for vehicles to pass each other without conflict. Areas of wider carriageway width have been retained in Alice Street on approach to the Rothsay Street junction, along the central section of the road and at the junction of Green Walk in line with the potential conflict areas. Wider carriageway sections have been retained in Green Walk at the junctions of Tower Bridge Road and Alice Street.

It must also be noted that Rothsay Street is also a narrow road with similar sections of carriageway that are not wide enough to cater for two-way traffic, particularly to the west of Alice Street, where the majority of residential car parks

are located. There have been no reports of conflict difficulty from residents traversing this carriageway.

A respondent objected highlighting that traffic entering Green Walk will have to do a U-turn in Rothsay Street to leave, which will result in safety implications for pedestrians and cyclists. *

* In response, non-local traffic entering Green Walk will be unable to exit via Rothsay Street. However it is noted that the level of non-local traffic entering the area is minimal as the roads only provide access to residential car parks. As vehicles can enter Rothsay Street from Tower Bridge Road the only reason non-local traffic entering the area from Green Walk is to access the Jam Factory vehicle gates at the western end of Green Walk or access the loading bay / parking area at the rear of the hardware store in Alice Street. Both sites have facilities where vehicles can turn in order to leave via Green Walk to access Tower Bridge Road.

A much better routeing for non-local traffic would be to enter the area through Rothsay Street and then traverse along Alice Street into Green Walk to regain access to Tower Bridge Road. This would remove the requirement to turn in order to exit the area.

It can be argued that the proposed configuration of the roads as part of this scheme will actually reduce traffic movements at the junction of Alice Street and Rothsay Street and eastern section of Rothsay Street adjacent to Tower Bridge Road, which will actually improve pedestrian and cycle safety on the Quietway route.

A respondent objected saying that Rothsay Street is the main entrance into the Meakin Estate for emergency services. This will be affected as there will be no room for them in the first part of Rothsay Street. *

* In response, Rothsay Street is proposed to be one-way westbound from Tower Bridge Road to Alice Street and therefore access for emergency vehicles into Rothsay Street to access the Jam Factory or the Meakin Estate is not compromised. Proposed kerbside parking prohibitions along the eastern end of Rothsay Street will prevent obstruction of the carriageway. It is also noted that the contraflow cycle lane is only semi-segregated and that emergency vehicles can encroach into the cycle lane in an emergency if required.

A number of objections highlighted that the increased traffic in Alice Street will make it a more hazardous environment for the elderly and children and affect the quality of life of residents whose flats and homes overlook Alice Street. *

* In response, as outlined above, there is no evidence to suggest that there will be any adverse effect on the quality of life and safety of residents in Alice Street or Green Walk. The additional traffic that will traverse down Alice Street and Green Walk is minimal and certainly not a volume that will result in any safety concerns or loss of amenity to local residents. The fact that both streets successfully operate with two-way traffic also demonstrates that there should not be any issues with routeing eastbound traffic from Rothsay Street down Alice Street and Green Walk.

Objections were received stating that traffic on Tower Bridge Road will become even more impeded and congested. Everyday traffic backs up along Tower Bridge Road and installing signals will make it even worse. *

* In response, there is a genuine safety concern for cyclists crossing Tower Bridge Road at this location. Currently more cyclists use Rothsay Street and Webb Street than motorised traffic in the morning peak and on many occasions, due to high traffic saturation on Tower Bridge Road, are forced to weave across the junction between stationary traffic.

With cycle volumes expected to increase to over 400 in the next couple of years as the Quietway route become more popular, this situation will get even worse. This is particularly pertinent as the majority of accidents involving cyclists take place at busy junctions like the one at Tower Bridge Road, which effectively act as severance along the route and are off-putting to new and less confident cyclists.

Signalising the junction will significantly reduce the existing conflict issues experienced at this junction. Cyclists will be able to safely traverse the junction accessing either Webb Street or Rothsay Street via a green traffic signal. The fact that traffic movements at the junction have been rationalised so that only cyclists exit both Webb Street and Tower Bridge Road also greatly improves safety for cyclists.

Proposed upgrades to the existing pelican and raised carriageway tables at both Webb Street and Rothsay Street being taken forward by TfL will also improve pedestrian accessibility and safety.

The junction improvements are to be fully modelled and the site linked to both Bricklayers Arms roundabout and the Grange Road junction to ensure that traffic signals are coordinated to provide the most efficient operation to benefit all road users. Ultimately, the decision to install new signals at this junction will sit with TfL as the highway and traffic authority for Tower Bridge Road.

An objection was received from a local business indicating that they currently use Rothsay Street for loading and turning it to one way will severely affect their trade and access for customers. *

* In response, Transport for London's TLRN network (Red Route) extends into Rothsay Street adjacent to this business. Therefore the council is unable to change existing kerbside loading provision or propose new measures.

Loading provision for local businesses in Tower Bridge Road is currently being reviewed as part of TfL's Streetscape improvement upgrades. These improvements include rationalising all parking and loading provision. Therefore businesses are being given the opportunity to formally reply to TfL's consultation in order to achieve the right level of loading for local businesses and parking provision for customers.

2.3.9 15% respondents did not submit a further comment.

2.4 Levels of Consensus

2.4.1 The following majority levels of agreement have been given in relation to the questions contained within the consultation document:

- 40% of respondents support the introduction of the Quietway cycle route proposals for Site H;
- 57% of respondents are opposed to the proposals; and
- 3% of respondents had no opinion.

2.5 Statutory Consultee Replies

2.5.1 Four statutory consultees provided a reply to the consultation.

- a) **Southwark Living Streets** replied indicating strong support for the scheme and stated that crossing Tower Bridge Road will be much safer for cyclists. The use of the green space to incorporate a cycle lane segregated from pedestrians, whilst still retaining a section of garden area for local amenity is really good.
- b) **Lambeth Cyclists Cyclists** replied in support of the scheme and changes at Tower Bridge Road and new cycle access at the western end of Rothsay Street. A concern was raised regarding the proximity of the cycle route to the Wilds Rents / Weston Street junction. Consideration should be given to squaring up the junction making the cycle access a crossroads. *

* In response, the Law Street / Weston Street / Wilds Rents junction is being improved to reduce traffic speeds, particularly turning manoeuvres into Laws Street. This is being achieved through the introduction of footway buildouts and tighter corner radii. The measures will be fully safety audited and monitored as part of the post implementation process to ensure there are no adverse safety issues for cyclists.

- c) **Southwark Cyclists** replied indicating support for the scheme and requested that some form of right turn pocket marking is installed in Law Street adjacent to the cycle path leading into Rothsay Street, so it is clear to motorists that cyclists can wait if traffic is turning into Law Street. *

* In response, this request will be investigated as part of the detailed design process and if possible, incorporated into the final scheme design.

- d) **Sustrans** replied indicating support for the scheme and indicated that the solution at the western end of Rothsay Street is good for both pedestrians and cyclists.

2.5.2 No objections were received from Ward Members throughout the consultation period.

2.5.3 Detailed comments were received from the directorate of the Jam Factory Freehold Limited outlining their opposition to the proposals summarised below;

- The usage of the Jam Factory entrance onto Green Walk is extremely busy at all times of the day and therefore conflict may occur with additional traffic in Alice Street and Green Walk.

- Having a one way section in Rothsay Street to prevent motor traffic exiting onto Tower Bridge Road will create havoc and will make Alice Street and Green Walk unsafe and polluted as it will be difficult for vehicle to exit out onto Tower Bridge Road resulting in congestion.
- To cause disruption to residents for a transient cycling population who have no commitment to the area is disproportionate.

2.5.4 Detailed comments were received from the Jam Factory Residents' Association expressing its opposition to the proposed cycle route in Rothsay Street. The points of objection are summarised below;

- Increased risk to pedestrians from higher traffic flows along narrow roads.
- Increased traffic congestion and pollution especially in Green Walk.
- Increased danger to pedestrians at the Alice Street / Rothsay Street junction from large vehicles having to now turn into Alice Street and increased danger to pedestrians traversing Green Walk.
- Loss of amenity for those residents of the Jam Factory whose flats face Alice Street.
- Creation of a bottleneck at the Jam Factory entrance on Green Walk.

2.5.5 Officers' response to all of the issues raised by Jam Factory Freehold Ltd and Jam Factory Residents' Association is covered in the detailed commentary in section 2.3 below.

3.0 Recommendations

3.1 In light of the comments received by residents and stakeholders throughout the consultation process, the following recommendations have been made regarding scheme implementation;

i) Section A

- Although 57.5% of respondents objected to the proposals, in light of there being minimal traffic flow on Rothsay Street in peak periods that will have a negligible impact on Alice Street and Green Walk, and the very short nature of the proposed diversion, and the Council's desire to see a 'step-change' in levels of provision for cycling particularly on key routes such as this, it is recommended that this element of the scheme is progressed to implementation.

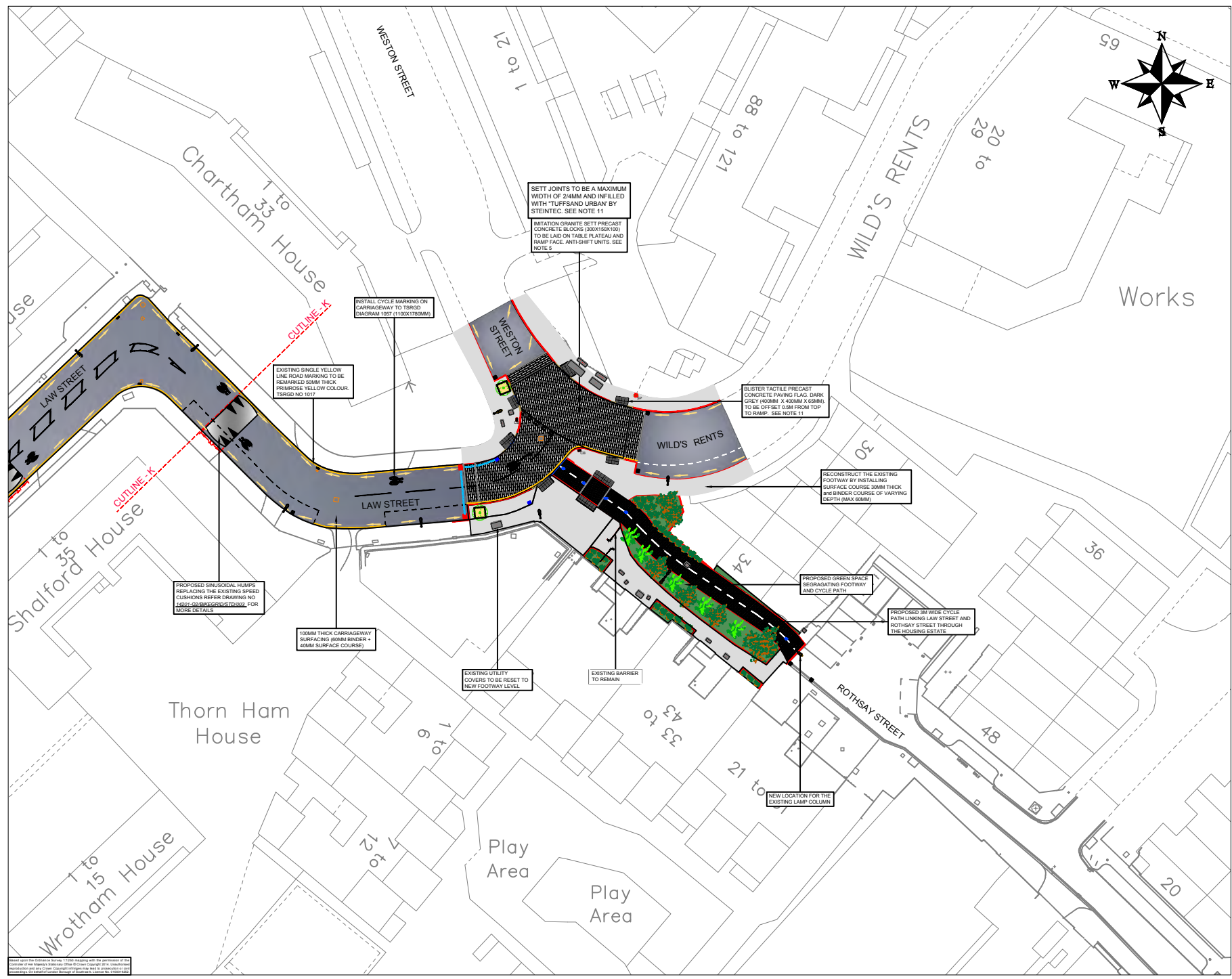
ii) Section B

- It is recommended that the proposals consulted upon for Section B are progressed to implementation.

Appendices

Appendix A:	Initial Scheme Design
Appendix B:	Consultation Documents
Appendix C:	Location Plan and Extents of Consultation
Appendix D:	List of Addresses within the Distribution Area

Appendix A: Initial Scheme Design



LEGEND / NOTES.

- KEY:**
- CARRIAGEWAY RECONSTRUCTION:** 40mm THICK TSRS TO BE LAYED ON 60MM THICK SAND 14 EN 4050 066 WTR 2 TO CL337 OR CARRIAGEWAY REPAIR CONSTRUCTION.
 - FOOTWAY RECONSTRUCTION:** PROVIDE AND LAY PCC FINING FLAG LAD ON 200MM THICK TYPE 1 SUBBASE. 30mm THICK LOW FINES BEDDING SAND.
 - RAISED FEATURES:** PROVIDE AND LAY ANTI-SHIFT PC BLOCKS 300 x 150 x 150mm FOR RAISE TABLE CONSTRUCTION LAD ON 350mm THICK CRACK/COB AND 30mm THICK LOW FINES BEDDING SAND.
 - BLISTER PAVING:** PROVIDE AND LAY PCC BLISTER TACTILE PAVERS 400 x 400 x 25mm THICK (REF T18) NEW/75% ON SPECIFIED FOOTWAY CONSTRUCTION LAD ON 200mm THICK CRACK/COB SUBBASE AND 30mm THICK "TUFFED" LAYING MORTAR BY STENITEC.
 - IRONWORK:** EXISTING IRONWORK COVER AND FRAME TO BE REINFORCED TO MATCH NEW LEVELS IN FOOTWAYS AND CARRIAGEWAYS. PROVIDE AND INSTALL FLAT KERB 150 x 300MM - UNITS SILVER GREY.
 - STANDARD GRANITE KERBS:** INSTALL NEW STANDARD GRANITE KERBS (150MM X 300MM) LAD WITH 100MM UPSTAND ON ST4 (INCLUDING FRONT KERB HAUNCHING TO BE 100MM BELOW CARRIAGEWAY). REFER TO DRAWING LBS(C)03 KERBS AND EDGE RESTRAINT FOUNDATION DETAIL TYPE M(SHEET 1 OF 4) TYPE R + TYPE T1 (SHEET 3 OF 4) FOR FURTHER DETAILS.
 - STANDARD GRANITE KERBS FINISHED:** INSTALL NEW STANDARD GRANITE KERBS (150MM X 300MM) LAD ON ST4 (INCLUDING FRONT KERB HAUNCHING TO BE 100MM BELOW CARRIAGEWAY). REFER TO DRAWING LBS(C)03 KERBS AND EDGE RESTRAINT FOUNDATION DETAIL TYPE M(SHEET 1 OF 4) TYPE R + TYPE T1 (SHEET 3 OF 4) FOR FURTHER DETAILS. NEW PRIMARY TRAFFIC SIGNAL POST LOCATION.
 - STANDARD GRANITE TRANSITION KERBS:** NEW STRAIGHT KERB TYPE 1 K15-T18(L) LBS(C)03 TRANSITION KERB TYPE K15-T18(S) REFER TO DRAWING LBS(C)03 KERBS AND EDGE RESTRAINT FOUNDATION DETAIL TYPE M(SHEET 1 OF 4) TYPE R + TYPE T1 (SHEET 3 OF 4) FOR FURTHER DETAILS.
 - NEW WHITE LINE ROAD MARKING:**
 - NEW YELLOW LINE ROAD MARKING:**
 - NEW DRAIN PIPE:** PROVIDE AND INSTALL SURFACE WATER DRAIN PIPE GROUP 6.150mm INTERNAL DIAMETER DEPTH OF INVERT $\leq 0.2m$ AVERAGE DEPTH OF 750MM ON BED TYPE 2. DEPTH OF 750MM ON BED TYPE 2.
 - NEW GULLY:** PROVIDE AND INSTALL PRECAST CONCRETE TRAPPED GULLY WITH TYPE D COVER. GULLY DEPTH $\leq 0.50m$ OR BUILD CATCH PIT WHERE SPECIFIED.
 - EXISTING ROAD GULLY TO BE CONVERTED TO MANHOLE.**
 - EXISTING ROAD GULLY TO BE RAISED AND ADJUSTED.**
 - NEW LAMP COLUMN LOCATION:**
 - EXISTING LAMP COLUMN LOCATION:**
 - NEW TREE PIT CONSTRUCTION (REFER TO STANDARD DRAWING DETAILS NO 14201 - Q2(B)KEGRD(S)001)**
 - EXISTING / PROPOSED LONGITUDINAL FALL ON CARRIAGEWAY**
 - EXISTING BELL BOLLARD TO BE RELOCATED AS SHOWN IN THE DRAWING**
 - PROPOSED LOCATION FOR THE SIGN POSTS**
 - PROPOSED CITY TYPE BOLLARD BY FURNITURES**
 - PROPOSED GREEN SPACE**

Revision	Date	Amendment	Drawn	Design	Checked	Approved

PUBLIC REALM PROJECTS TEAM 160 TOOLEY STREET SE1P 6LX

Project		CENTRAL LONDON BIKE GRID Q2 - BLUE ROUTE	
Title		GENERAL ARRANGEMENT SECTION-11 LAW STREET / ROTHSAY STREET	
Contract No.	HW2013 NEC3	Drawn	CH
Scale	1 : 250 @ A1	Purpose	CONSTRUCTION
Drawing No.	14201-Q2/BIKEGRID/GA/011	Checked	CH
Date Drawn	JUNE 2014	Approved	CH
Date Issued	JULY 2014		

Based upon the Ordnance Survey 1:25000 map with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright © 2014. Licence number: 100019740. All rights reserved. No part of this publication may be reproduced without the prior written permission of the Controller of Her Majesty's Stationery Office.

Appendix B: Consultation Documents

We want your views

It is important for all consultees to respond to the consultation. We would be grateful if you could take the time to review the proposals outlined in this document and provide a response using the pre-paid envelope and questionnaire provided by **Friday 5th September 2014**

Alternatively, you can view the proposals at www.southwark.gov.uk/consultations and complete the online questionnaire.

Your views are essential for us to understand your requirements for the proposal and form a fundamental part of the scheme development process, whether you use public transport, cycle, walk or drive a private vehicle.



Quietway
Greenwich to Waterloo

Site H – Rothsay Street

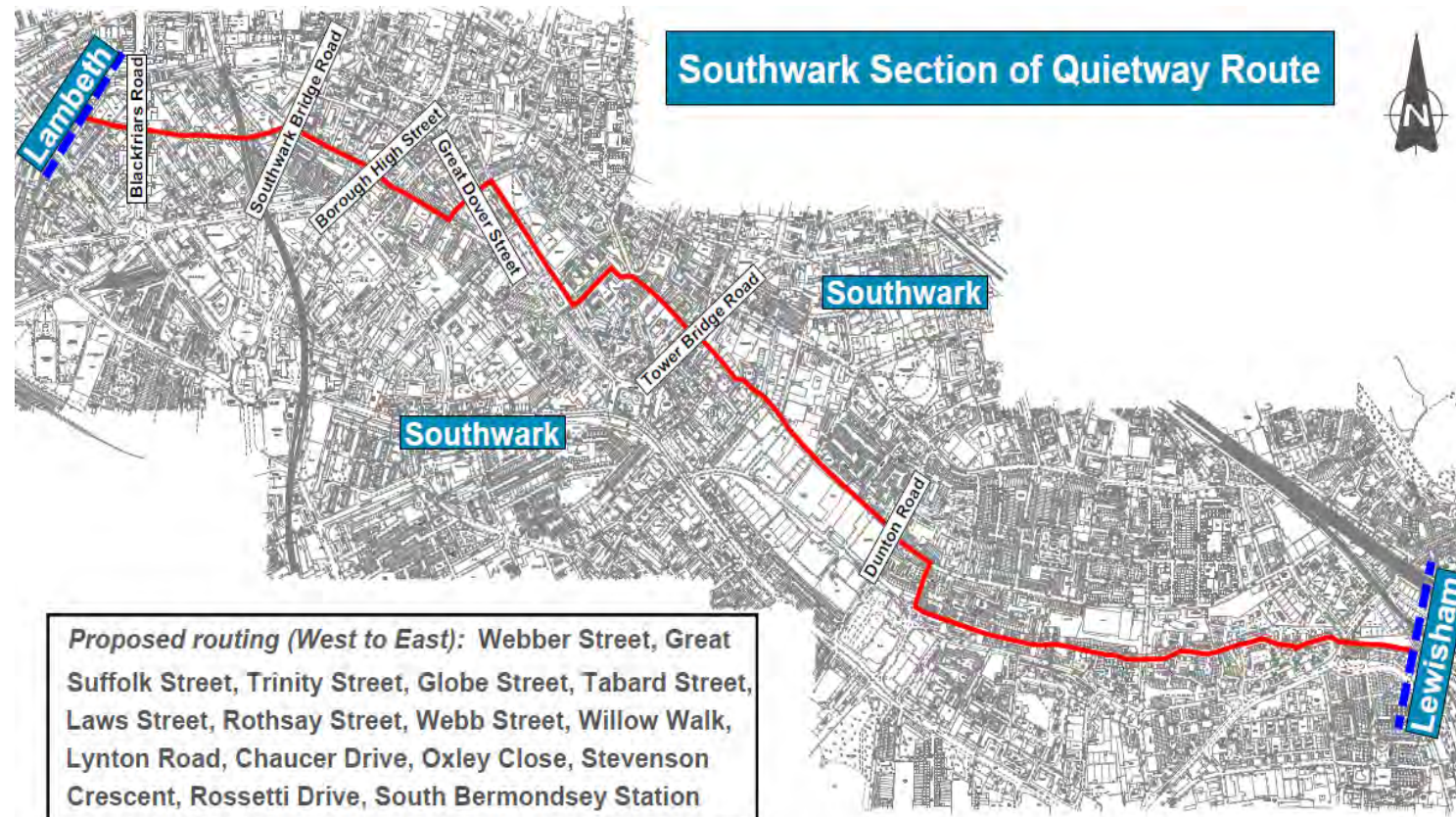
Traffic Management and Cycling Accessibility Measures

What happens next?

The responses to the questionnaire will be analysed and taken into account in the final design of the proposed works. As you will appreciate Southwark Council receives many comments from consultations and therefore are unable to respond personally to specific issues raised. However all comments and suggestions will be taken into consideration before a decision is made. The consultation results and recommendations will be presented at a local community council meeting in September 2014.

Should you require any further information regarding the proposed scheme please do not hesitate to contact Chris Mascord at chris.mascord@southwark.gov.uk

Further information on other schemes along the route in Southwark can also be found at: www.southwark.gov.uk/consultations



Have your say

Southwark Council is holding a consultation to receive residents' and key stakeholders' comments regarding proposals relating to the borough's section of the Quietway (Greenwich to Waterloo) cycle route. This site forms part of a series of improvements along the route within Southwark that starts from South Bermondsey station in the east and traversing local roads to The Cut in the west. The proposed schemes will not only improve accessibility and safety for cyclists, but also significantly improve the streetscape.

Background

Quietways are a network of bike routes for less confident cyclists using low-traffic back streets. The routes are not just for current cyclists, but are for people who have always been put off cycling by the thought of sharing the road with high volumes of cars, vans, buses and lorries. Introducing Quietways forms an integral part of the Mayor of London's vision for cycling and the council's objective to significantly increase the number of residents using a cycling as their preferred mode of transport, particularly for local journeys.

What are the proposed changes?

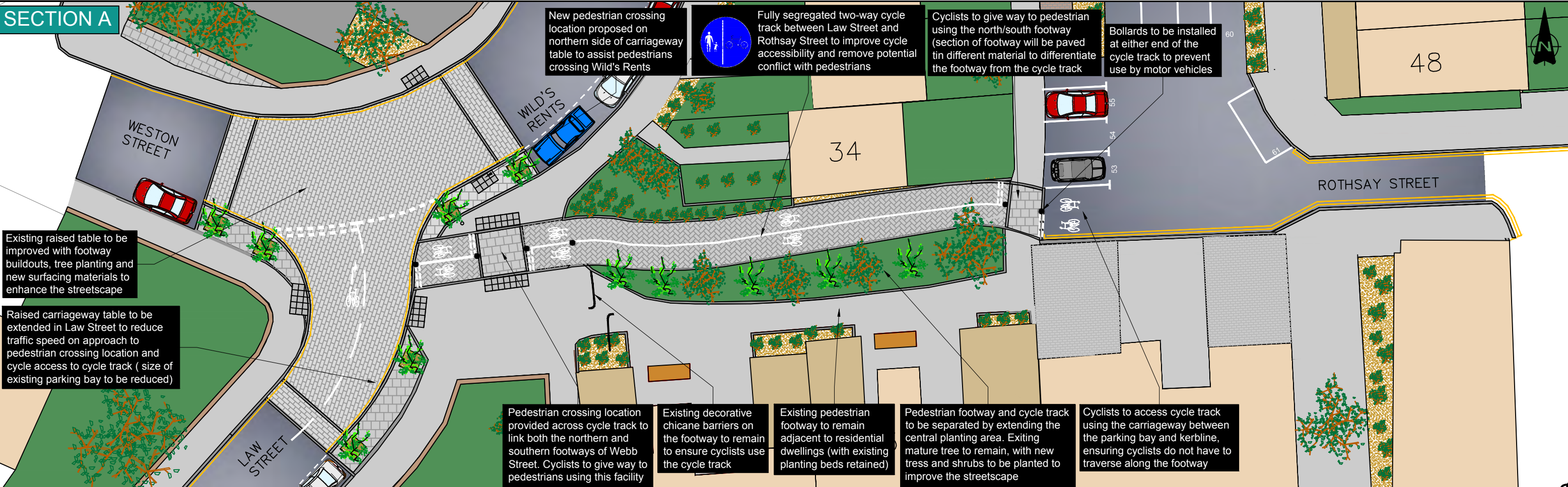
Section A

- Fully segregated cycle track between Rothsay Street and Laws Street / Wilds Rents with existing pedestrian footway remaining in current location.
- Cycle track and footway to be separated by extension of central planting area. All existing mature trees to be retained.
- Existing raised carriageway table at junction of Wild's Rents / Weston Street / Law Street junction to be extended in Law Street to reduce traffic speeds and assist cyclists accessing Rothsay Street. Carriageway table and surrounding footways to be repaved to improve the streetscape.
- Footways adjacent to the carriageway table to be built out with new tree planting introduced where possible to improve the streetscape. Wider footways will reduce traffic speeds and improve pedestrian accessibility.
- Law Street carriageway to be resurfaced and existing speed cushions to be converted to sinusoidal humps to improve the ride quality for cyclists using this section of the route.

Section B

- The junction of Tower Bridge Road / Rothsay Street / Webb Street is to be signalised as part of Transport for London's streetscape improvement scheme in Tower Bridge Road that has been consulted on separately.
- Rothsay Street to be one way westbound for general traffic from Tower Bridge Road to Alice Street. Cyclists will be able to travel eastbound and access Tower Bridge Road and Webb Street via a green traffic signal.
- Traffic in Rothsay Street and Alice Street will be able to access Tower Bridge Road via Green Walk.

SECTION A



New pedestrian crossing location proposed on northern side of carriageway table to assist pedestrians crossing Wild's Rents

Fully segregated two-way cycle track between Law Street and Rothsay Street to improve cycle accessibility and remove potential conflict with pedestrians

Cyclists to give way to pedestrian using the north/south footway (section of footway will be paved in different material to differentiate the footway from the cycle track)

Bollards to be installed at either end of the cycle track to prevent use by motor vehicles

Existing raised table to be improved with footway buildouts, tree planting and new surfacing materials to enhance the streetscape

Raised carriageway table to be extended in Law Street to reduce traffic speed on approach to pedestrian crossing location and cycle access to cycle track (size of existing parking bay to be reduced)

Pedestrian crossing location provided across cycle track to link both the northern and southern footways of Webb Street. Cyclists to give way to pedestrians using this facility

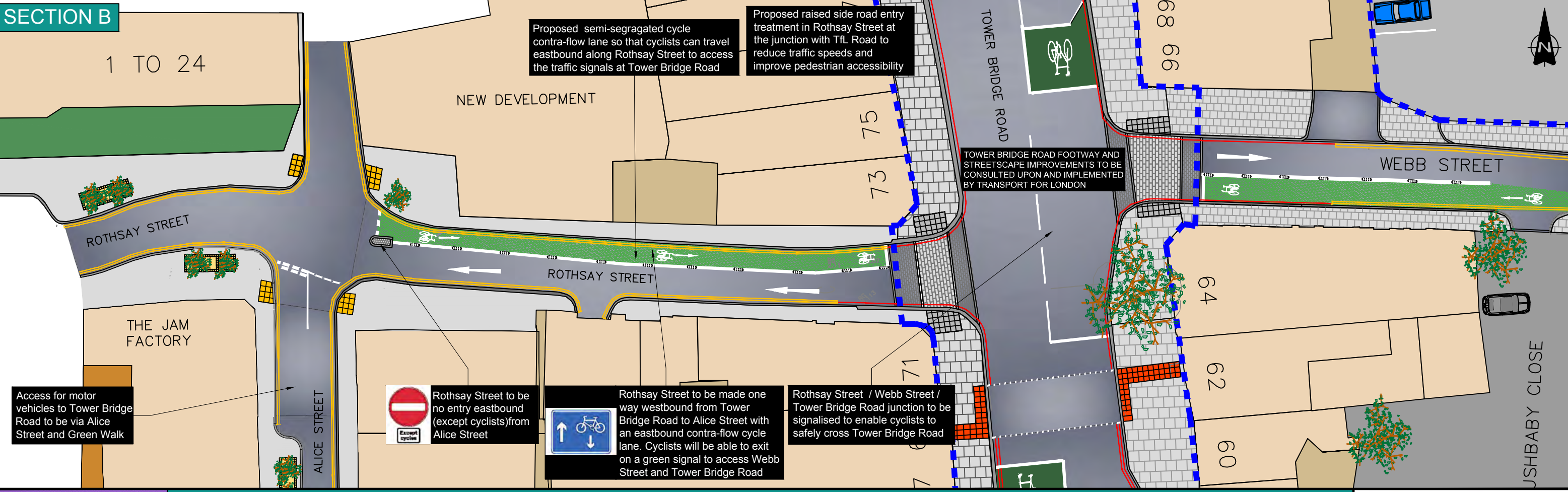
Existing decorative chicane barriers on the footway to remain to ensure cyclists use the cycle track

Existing pedestrian footway to remain adjacent to residential dwellings (with existing planting beds retained)

Pedestrian footway and cycle track to be separated by extending the central planting area. Existing mature tree to remain, with new trees and shrubs to be planted to improve the streetscape

Cyclists to access cycle track using the carriageway between the parking bay and kerbline, ensuring cyclists do not have to traverse along the footway

SECTION B



Proposed semi-segregated cycle contra-flow lane so that cyclists can travel eastbound along Rothsay Street to access the traffic signals at Tower Bridge Road

Proposed raised side road entry treatment in Rothsay Street at the junction with TfL Road to reduce traffic speeds and improve pedestrian accessibility

TOWER BRIDGE ROAD FOOTWAY AND STREETSCAPE IMPROVEMENTS TO BE CONSULTED UPON AND IMPLEMENTED BY TRANSPORT FOR LONDON

Access for motor vehicles to Tower Bridge Road to be via Alice Street and Green Walk

Rothsay Street to be no entry eastbound (except cyclists) from Alice Street

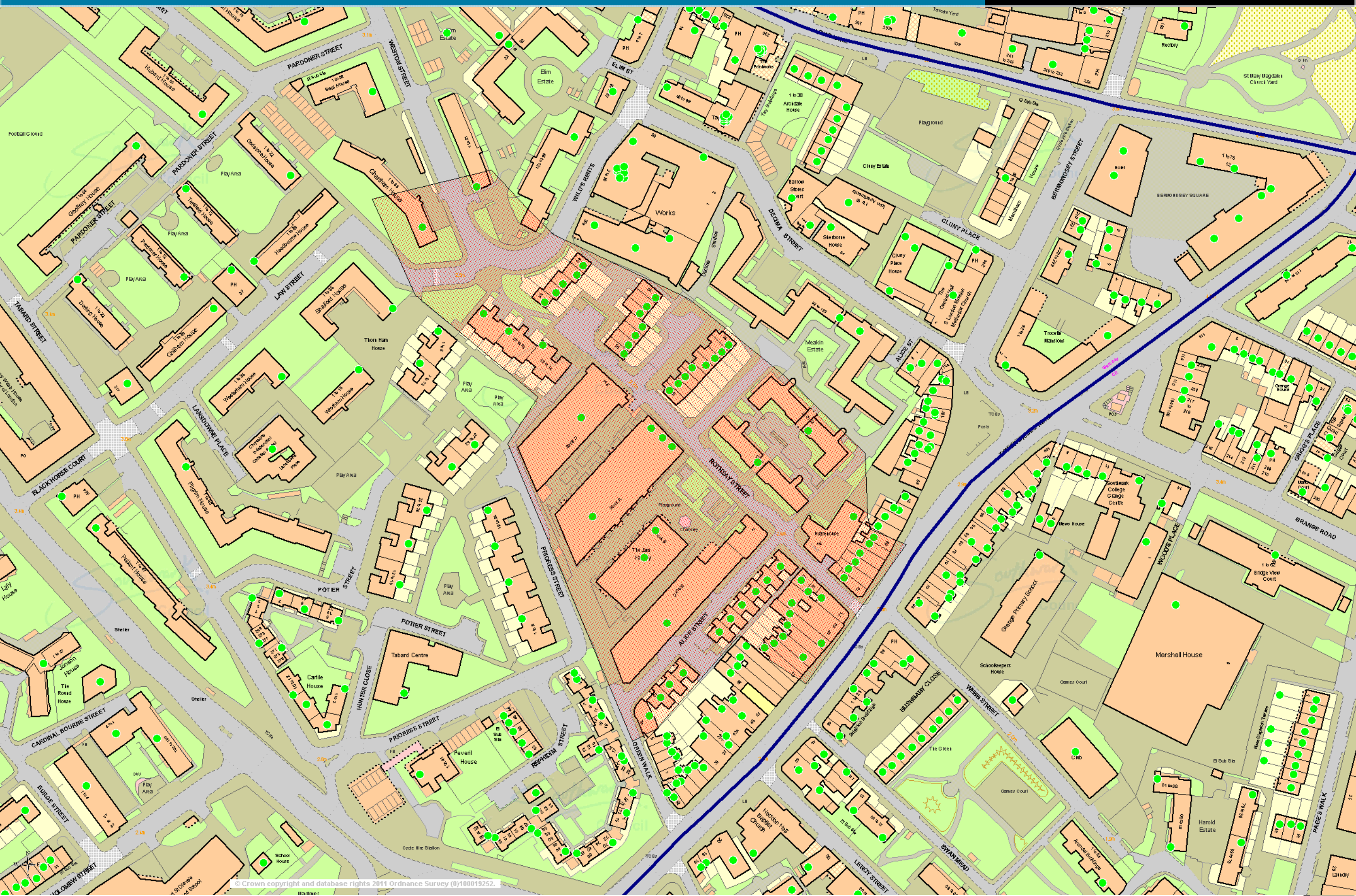
Rothsay Street to be made one way westbound from Tower Bridge Road to Alice Street with an eastbound contra-flow cycle lane. Cyclists will be able to exit on a green signal to access Webb Street and Tower Bridge Road

Rothsay Street / Webb Street / Tower Bridge Road junction to be signalised to enable cyclists to safely cross Tower Bridge Road

Appendix C: Location Plan and Extents of Consultation

Site H - Consultation Area

Date 17/7/2014



© Crown copyright and database rights 2011 Ordnance Survey (0)100019252.

Appendix D: List of Addresses within Distribution Area

ORGANISATION	SAO	PAO	STREET	TOWN	POSTCODE
	FLAT 502 BLOCK A		27 GREEN WALK	LONDON	SE1 4TT
	FLAT 603 BLOCK A		27 GREEN WALK	LONDON	SE1 4TT
	FLAT 609 BLOCK A		27 GREEN WALK	LONDON	SE1 4TT
	FLAT 605 BLOCK A		27 GREEN WALK	LONDON	SE1 4TT
	FLAT 1	81A	TOWER BRIDGE ROAD	LONDON	SE1 4TW
	FLAT 2	81A	TOWER BRIDGE ROAD	LONDON	SE1 4TW
	FLAT 3	81A	TOWER BRIDGE ROAD	LONDON	SE1 4TW
	FLAT 4	81A	TOWER BRIDGE ROAD	LONDON	SE1 4TW
	FLAT 10	21A	ROTHSAY STREET	LONDON	SE1 4BF
	FLAT 11	21A	ROTHSAY STREET	LONDON	SE1 4BF
	FLAT 12	21A	ROTHSAY STREET	LONDON	SE1 4BF
	FLAT 13	21A	ROTHSAY STREET	LONDON	SE1 4BF
	FLAT 14	21A	ROTHSAY STREET	LONDON	SE1 4BF
	FLAT 15	21A	ROTHSAY STREET	LONDON	SE1 4BF
	FLAT 16	21A	ROTHSAY STREET	LONDON	SE1 4BF
	FLAT 17	21A	ROTHSAY STREET	LONDON	SE1 4BF
	FLAT 18	21A	ROTHSAY STREET	LONDON	SE1 4BF
	UNIT 7 BLOCK B		27 GREEN WALK	LONDON	SE1 4TX
			9 ALICE STREET	LONDON	SE1 4OZ
			10 ALICE STREET	LONDON	SE1 4OZ
			11 ALICE STREET	LONDON	SE1 4OZ
			12 ALICE STREET	LONDON	SE1 4OZ
			4 ALICE STREET	LONDON	SE1 4OZ
			5 ALICE STREET	LONDON	SE1 4OZ
			6 ALICE STREET	LONDON	SE1 4OZ
			7 ALICE STREET	LONDON	SE1 4OZ
			8 ALICE STREET	LONDON	SE1 4OZ
			24 ROTHSA Y STREET	LONDON	SE1 4UE
SAVILE AD1 LTD		67-69	TOWER BRIDGE ROAD	LONDON	SE1 4TL
			33 ROTHSA Y STREET	LONDON	SE1 4UF
			43 ROTHSA Y STREET	LONDON	SE1 4UF
			77 TOWER BRIDGE ROAD	LONDON	SE1 4TW
CRYSTAL PLUS	FLAT 202 BLOCK B		27 GREEN WALK	LONDON	SE1 4TX
	FLAT 604 BLOCK B		27 GREEN WALK	LONDON	SE1 4TX
			15 ROTHSA Y STREET	LONDON	SE1 4UF
			23 ROTHSA Y STREET	LONDON	SE1 4UF
			51 ROTHSA Y STREET	LONDON	SE1 4UF
			28 ROTHSA Y STREET	LONDON	SE1 4UE
			38 ROTHSA Y STREET	LONDON	SE1 4UE
			48 ROTHSA Y STREET	LONDON	SE1 4UE
			34 WILDS RENTS	LONDON	SE1 4QG
	FLAT 202 BLOCK A		27 GREEN WALK	LONDON	SE1 4TT
	FLAT 617 BLOCK A		27 GREEN WALK	LONDON	SE1 4TT
	FLAT 613 BLOCK A		27 GREEN WALK	LONDON	SE1 4TT
	FLAT 207 BLOCK A		27 GREEN WALK	LONDON	SE1 4TT
	FLAT 204 BLOCK B		27 GREEN WALK	LONDON	SE1 4TX
	FLAT 8 UPPER BLOCK B		27 GREEN WALK	LONDON	SE1 4TX
	FLAT 4 BLOCK B		27 GREEN WALK	LONDON	SE1 4TX
	FLAT 18 BLOCK A		27 GREEN WALK	LONDON	SE1 4TT
	FLAT 608 BLOCK A		27 GREEN WALK	LONDON	SE1 4TT
	FLAT 2 BLOCK A		27 GREEN WALK	LONDON	SE1 4TT
	FLAT 14 BLOCK A		27 GREEN WALK	LONDON	SE1 4TT
		33	MEAKIN ESTATE	LONDON	SE1 4QW
		37	MEAKIN ESTATE	LONDON	SE1 4QW
	FLAT 19		CHARTHAM HOUSE	LONDON	SE1 4DX
	FLAT 22		CHARTHAM HOUSE	LONDON	SE1 4DX
	FLAT 27		CHARTHAM HOUSE	LONDON	SE1 4DX
	FLAT 5		CHARTHAM HOUSE	LONDON	SE1 4DX
	FLAT 406 BLOCK C		27 GREEN WALK	LONDON	SE1 4TQ
	FLAT 602 BLOCK C		27 GREEN WALK	LONDON	SE1 4TQ
	FLAT 607 BLOCK C		27 GREEN WALK	LONDON	SE1 4TQ
ANGEL PROPERTY (HARTLEY BUILDING) LTD	THE PORTERS LODGE		27 GREEN WALK	LONDON	SE1 4TQ
	FLAT 105 BLOCK B		27 GREEN WALK	LONDON	SE1 4TX
	FLAT 306 BLOCK B		27 GREEN WALK	LONDON	SE1 4TX
	FLAT 102 BLOCK B		27 GREEN WALK	LONDON	SE1 4TX
	FLAT 101 BLOCK B		27 GREEN WALK	LONDON	SE1 4TX
	FLAT 501 BLOCK B		27 GREEN WALK	LONDON	SE1 4TX
	FLAT 209 BLOCK A		27 GREEN WALK	LONDON	SE1 4TT
	FLAT 206 BLOCK A		27 GREEN WALK	LONDON	SE1 4TT
	FLAT 307 BLOCK A		27 GREEN WALK	LONDON	SE1 4TT
	FLAT 401 BLOCK A		27 GREEN WALK	LONDON	SE1 4TT
	FLAT 310 BLOCK A		27 GREEN WALK	LONDON	SE1 4TT
	FLAT 7 BLOCK C		27 GREEN WALK	LONDON	SE1 4TQ
	FLAT 12 BLOCK C		27 GREEN WALK	LONDON	SE1 4TQ
	UNIT CG6		27 GREEN WALK	LONDON	SE1 4TU
	BLOCK A		19 ROTHSA Y STREET	LONDON	SE1 4UF
	FLAT 10		CHARTHAM HOUSE	LONDON	SE1 4DX
	FLAT 14		CHARTHAM HOUSE	LONDON	SE1 4DX
		45	MEAKIN ESTATE	LONDON	SE1 4QW
		50	MEAKIN ESTATE	LONDON	SE1 4QW
		13	ELIM ESTATE	LONDON	SE1 4BY
		14	MEAKIN ESTATE	LONDON	SE1 4QN
		19	MEAKIN ESTATE	LONDON	SE1 4QN
		5	ELIM ESTATE	LONDON	SE1 4BY
		17	ELIM ESTATE	LONDON	SE1 4BY
		27	MEAKIN ESTATE	LONDON	SE1 4QW
		21	MEAKIN ESTATE	LONDON	SE1 4QN
		4	MEAKIN ESTATE	LONDON	SE1 4QN
		9	MEAKIN ESTATE	LONDON	SE1 4QN
	FLAT 209 BLOCK C		27 GREEN WALK	LONDON	SE1 4TQ
	FLAT 1	3	TAYET TOWERS, 3	LONDON	SE1 4UH
	FLAT 2		83 TOWER BRIDGE ROAD	LONDON	SE1 4TW
	FLAT 3		83 TOWER BRIDGE ROAD	LONDON	SE1 4TW
	FLAT 4		83 TOWER BRIDGE ROAD	LONDON	SE1 4TW
	UNIT 19	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	UNIT 20	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	UNIT 21	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	UNIT 22	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	UNIT 23	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	UNIT 24	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	FLAT 205	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	FLAT 206	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	FLAT 207	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	FLAT 208	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	FLAT 301	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	FLAT 302	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	FLAT 303	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	FLAT 304	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	FLAT 305	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	FLAT 2	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	FLAT 3	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	FLAT 4	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	FLAT 5	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	FLAT 6	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	FLAT 7	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	FLAT 8	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	FLAT 9	21A	ROTHSA Y STREET	LONDON	SE1 4BF
	FLAT 201	21A	ROTHSA Y STREET	LONDON	SE1 4BF

	FLAT 202	21A	ROTHSAY STREET	LONDON SE1 4BF
	FLAT 203	21A	ROTHSAY STREET	LONDON SE1 4BF
	FLAT 204	21A	ROTHSAY STREET	LONDON SE1 4BF
	FLAT 306	21A	ROTHSAY STREET	LONDON SE1 4BF
	FLAT 307	21A	ROTHSAY STREET	LONDON SE1 4BF
	FLAT 308	21A	ROTHSAY STREET	LONDON SE1 4BF
	FLAT 401	21A	ROTHSAY STREET	LONDON SE1 4BF
	FLAT 402	21A	ROTHSAY STREET	LONDON SE1 4BF
	FLAT 403	21A	ROTHSAY STREET	LONDON SE1 4BF
	FLAT 404	21A	ROTHSAY STREET	LONDON SE1 4BF
	FLAT 405	21A	ROTHSAY STREET	LONDON SE1 4BF
	FLAT 406	21A	ROTHSAY STREET	LONDON SE1 4BF
	FLAT 407	21A	ROTHSAY STREET	LONDON SE1 4BF
	FLAT 408	21A	ROTHSAY STREET	LONDON SE1 4BF
	FLAT 1	21A	ROTHSAY STREET	LONDON SE1 4BF
			32 WILDS RENTS	LONDON SE1 4QG
			33 WILDS RENTS	LONDON SE1 4QG
			30 ROTHSA Y STREET	LONDON SE1 4UE
			32 ROTHSA Y STREET	LONDON SE1 4UE
			34 ROTHSA Y STREET	LONDON SE1 4UE
			36 ROTHSA Y STREET	LONDON SE1 4UE
			40 ROTHSA Y STREET	LONDON SE1 4UE
			42 ROTHSA Y STREET	LONDON SE1 4UE
			55 ROTHSA Y STREET	LONDON SE1 4UF
			26 ROTHSA Y STREET	LONDON SE1 4UE
			46 ROTHSA Y STREET	LONDON SE1 4UE
			47 ROTHSA Y STREET	LONDON SE1 4UF
		61-63	TOWER BRIDGE ROAD	LONDON SE1 4TL
			21 ROTHSA Y STREET	LONDON SE1 4UF
			25 ROTHSA Y STREET	LONDON SE1 4UF
			1 ROTHSA Y STREET	LONDON SE1 4UD
			73 TOWER BRIDGE ROAD	LONDON SE1 4TW
			79 TOWER BRIDGE ROAD	LONDON SE1 4TW
			81 TOWER BRIDGE ROAD	LONDON SE1 4TW
			83 TOWER BRIDGE ROAD	LONDON SE1 4TW
		1A	ROTHSA Y STREET	LONDON SE1 4UD
			65 TOWER BRIDGE ROAD	LONDON SE1 4TL
			49 ROTHSA Y STREET	LONDON SE1 4UF
			44 ROTHSA Y STREET	LONDON SE1 4UE
		61A	TOWER BRIDGE ROAD	LONDON SE1 4TL
			59 TOWER BRIDGE ROAD	LONDON SE1 4TL
			30 WILDS RENTS	LONDON SE1 4QG
			20 ROTHSA Y STREET	LONDON SE1 4UE
			22 ROTHSA Y STREET	LONDON SE1 4UE
			17 ROTHSA Y STREET	LONDON SE1 4UF
			19 ROTHSA Y STREET	LONDON SE1 4UF
			27 ROTHSA Y STREET	LONDON SE1 4UF
			31 ROTHSA Y STREET	LONDON SE1 4UF
			35 ROTHSA Y STREET	LONDON SE1 4UF
			37 ROTHSA Y STREET	LONDON SE1 4UF
			39 ROTHSA Y STREET	LONDON SE1 4UF
			41 ROTHSA Y STREET	LONDON SE1 4UF
			45 ROTHSA Y STREET	LONDON SE1 4UF
			31 WILDS RENTS	LONDON SE1 4QG
			75 TOWER BRIDGE ROAD	LONDON SE1 4TW
	FLAT 11 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
		1B	ROTHSA Y STREET	LONDON SE1 4UD
	FLAT 102 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 106 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 201 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 301 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 203 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 603 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 103 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 1 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 2 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 606 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 607 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 4 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 5 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 6 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 7 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 1 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 3 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 12 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 13 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 15 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 8 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 9 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 610 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 611 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 612 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 205 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 305 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 304 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 303 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 302 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 104 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 404 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 411 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 501 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 201 BLOCK C		27 GREEN WALK	LONDON SE1 4TO
	FLAT 202 BLOCK C		27 GREEN WALK	LONDON SE1 4TO
	FLAT 104 BLOCK C		27 GREEN WALK	LONDON SE1 4TO
	FLAT 105 BLOCK C		27 GREEN WALK	LONDON SE1 4TO
	FLAT 106 BLOCK C		27 GREEN WALK	LONDON SE1 4TO
	FLAT 107 BLOCK C		27 GREEN WALK	LONDON SE1 4TO
	FLAT 3 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 5 LOWER GROUND BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 6		65 TOWER BRIDGE ROAD	LONDON SE1 4TL
	FLAT 3		65 TOWER BRIDGE ROAD	LONDON SE1 4TL
	FLAT 4		65 TOWER BRIDGE ROAD	LONDON SE1 4TL
	FLAT 5		65 TOWER BRIDGE ROAD	LONDON SE1 4TL
	FLAT 506 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 507 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 406 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 206 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 602 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 603 BLOCK C		27 GREEN WALK	LONDON SE1 4TO
	FLAT 604 BLOCK C		27 GREEN WALK	LONDON SE1 4TO
	FLAT 605 BLOCK C		27 GREEN WALK	LONDON SE1 4TO
	FLAT 606 BLOCK C		27 GREEN WALK	LONDON SE1 4TO
	FLAT 301 BLOCK C		27 GREEN WALK	LONDON SE1 4TO
	FLAT 203 BLOCK C		27 GREEN WALK	LONDON SE1 4TO
	FLAT 105 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 16 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 17 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 205 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 304 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 305 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 306 BLOCK A		27 GREEN WALK	LONDON SE1 4TT

HASSAN BROS
GREGGS OF TWICKENHAM LTD
DOLPHIN GLOBAL SERVICES LTD
SOBO LTD

COSTCUTTER

HING LOONG NOODLE HOUSE

		31 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		15 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
		20 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
		22 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
		23 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
		24 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
		3 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
		5 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
		6 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
		7 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
		8 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
		1 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
		10 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
		44 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		1 ELIM ESTATE	WESTON STREET	LONDON SE1 4BY
		10 ELIM ESTATE	WESTON STREET	LONDON SE1 4BY
		11 ELIM ESTATE	WESTON STREET	LONDON SE1 4BY
		12 ELIM ESTATE	WESTON STREET	LONDON SE1 4BY
		14 ELIM ESTATE	WESTON STREET	LONDON SE1 4BY
		15 ELIM ESTATE	WESTON STREET	LONDON SE1 4BY
		16 ELIM ESTATE	WESTON STREET	LONDON SE1 4BY
		18 ELIM ESTATE	WESTON STREET	LONDON SE1 4BY
		19 ELIM ESTATE	WESTON STREET	LONDON SE1 4BY
		2 ELIM ESTATE	WESTON STREET	LONDON SE1 4BY
		40 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		41 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		42 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		34 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		35 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		36 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		38 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		46 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		47 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		48 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		51 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		54 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		55 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		57 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		58 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
	FLAT 24A	CHARTHAM HOUSE	WESTON STREET	LONDON SE1 4DX
	FLAT 29A	CHARTHAM HOUSE	WESTON STREET	LONDON SE1 4DX
	FLAT 3	CHARTHAM HOUSE	WESTON STREET	LONDON SE1 4DX
	FLAT 31	CHARTHAM HOUSE	WESTON STREET	LONDON SE1 4DX
	FLAT 32	CHARTHAM HOUSE	WESTON STREET	LONDON SE1 4DX
	FLAT 33	CHARTHAM HOUSE	WESTON STREET	LONDON SE1 4DX
	FLAT 4	CHARTHAM HOUSE	WESTON STREET	LONDON SE1 4DX
	FLAT 6	CHARTHAM HOUSE	WESTON STREET	LONDON SE1 4DX
	FLAT 7	CHARTHAM HOUSE	WESTON STREET	LONDON SE1 4DX
	FLAT 8	CHARTHAM HOUSE	WESTON STREET	LONDON SE1 4DX
	FLAT 9	CHARTHAM HOUSE	WESTON STREET	LONDON SE1 4DX
	FLAT 1		65 TOWER BRIDGE ROAD	LONDON SE1 4TL
	FLAT 2		65 TOWER BRIDGE ROAD	LONDON SE1 4TL
	FLAT A		73 TOWER BRIDGE ROAD	LONDON SE1 4TW
		75A	TOWER BRIDGE ROAD	LONDON SE1 4TW
		16 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
		17 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
		18 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
		2 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
	FLAT 1	CHARTHAM HOUSE	WESTON STREET	LONDON SE1 4DX
	FLAT 11	CHARTHAM HOUSE	WESTON STREET	LONDON SE1 4DX
	FLAT 12	CHARTHAM HOUSE	WESTON STREET	LONDON SE1 4DX
	FLAT 13	CHARTHAM HOUSE	WESTON STREET	LONDON SE1 4DX
	FLAT 15	CHARTHAM HOUSE	WESTON STREET	LONDON SE1 4DX
		6 TAYET TOWERS, 3	ROTHSAY STREET	LONDON SE1 4UH
		7 TAYET TOWERS, 3	ROTHSAY STREET	LONDON SE1 4UH
		11 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
		12 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
		13 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QN
		26 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		28 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		29 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		30 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
	FLAT 302 BLOCK C		27 GREEN WALK	LONDON SE1 4TQ
	FLAT 1		63 TOWER BRIDGE ROAD	LONDON SE1 4TL
	FLAT 2		63 TOWER BRIDGE ROAD	LONDON SE1 4TL
	FLAT 3		63 TOWER BRIDGE ROAD	LONDON SE1 4TL
	FLAT 5		63 TOWER BRIDGE ROAD	LONDON SE1 4TL
	FLAT 6		63 TOWER BRIDGE ROAD	LONDON SE1 4TL
ESO RECRUITMENT SERVICES LTD (IN VOL LIQUIDATION)	BASEMENT AND GROUND FLOOR		63 TOWER BRIDGE ROAD	LONDON SE1 4TL
	FLAT 101 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 4		63 TOWER BRIDGE ROAD	LONDON SE1 4TL
	FLAT 306 BLOCK C		ROTHSAY STREET	LONDON SE1 4QW
	FLAT 304 BLOCK C	43 MEAKIN ESTATE	27 GREEN WALK	LONDON SE1 4TO
	FLAT 503 BLOCK C		27 GREEN WALK	LONDON SE1 4TO
IMAGE MAGIC			71 TOWER BRIDGE ROAD	LONDON SE1 4TL
	FLAT 8 LOWER BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 7A BLOCK B		27 GREEN WALK	LONDON SE1 4TX
		52 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		56 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
HOLBORN DIRECT MAIL CO		2-6	ROTHSAY STREET	LONDON SE1 4UD
	FLAT 30	CHARTHAM HOUSE	WESTON STREET	LONDON SE1 4DX
TOWER CAFE AND KEBAB HOUSE			57 TOWER BRIDGE ROAD	LONDON SE1 4TL
	FLAT 404 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
	FLAT 405 BLOCK B		27 GREEN WALK	LONDON SE1 4TX
	FLAT 510 BLOCK A		27 GREEN WALK	LONDON SE1 4TT
		32 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
		53 MEAKIN ESTATE	ROTHSAY STREET	LONDON SE1 4QW
			53 ROTHSAAY STREET	LONDON SE1 4UF
			29 ROTHSAAY STREET	LONDON SE1 4UF