

London Borough of Southwark



Quietway Cycling Proposals

Site K – Borough High Street Junction and Great Suffolk Street

Public Consultation Summary

September 2014

London Borough of Southwark

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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 K at the Borough High Street / Trinity Street / Great Suffolk Street junction and along Great Suffolk Street to Toulmin 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 (Cathedrals and Chaucer Ward) in the north of the borough. See figure 1 below.

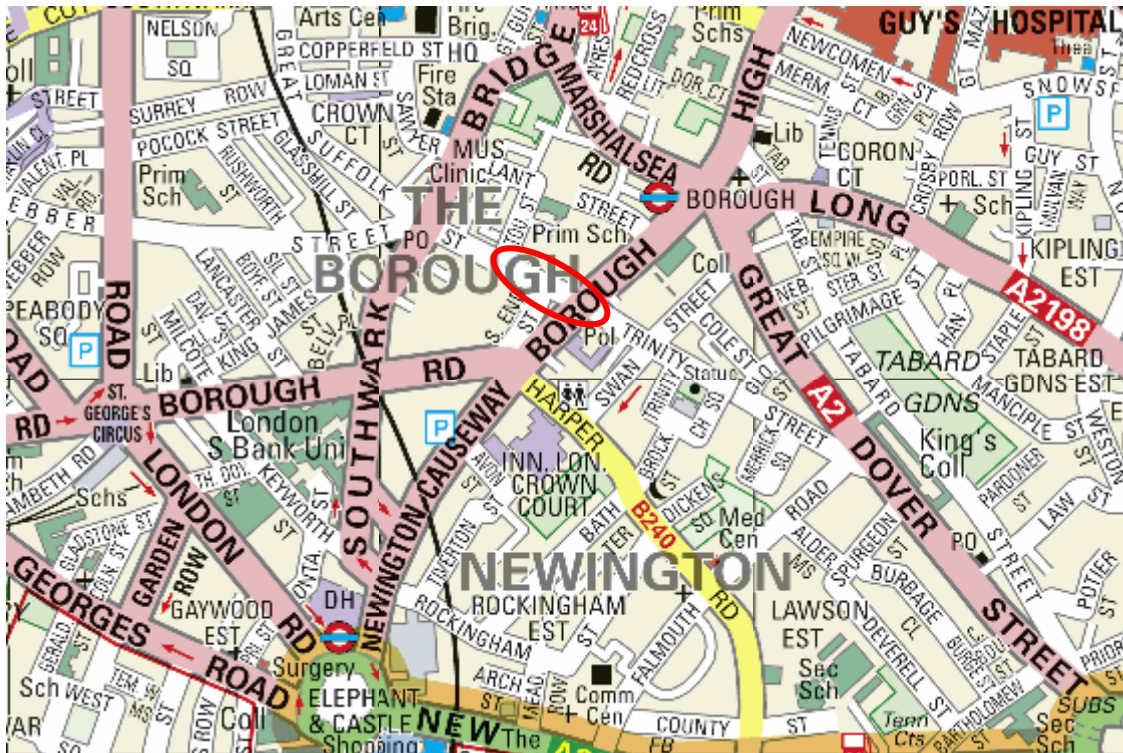


Figure 1: Location of proposed scheme

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.

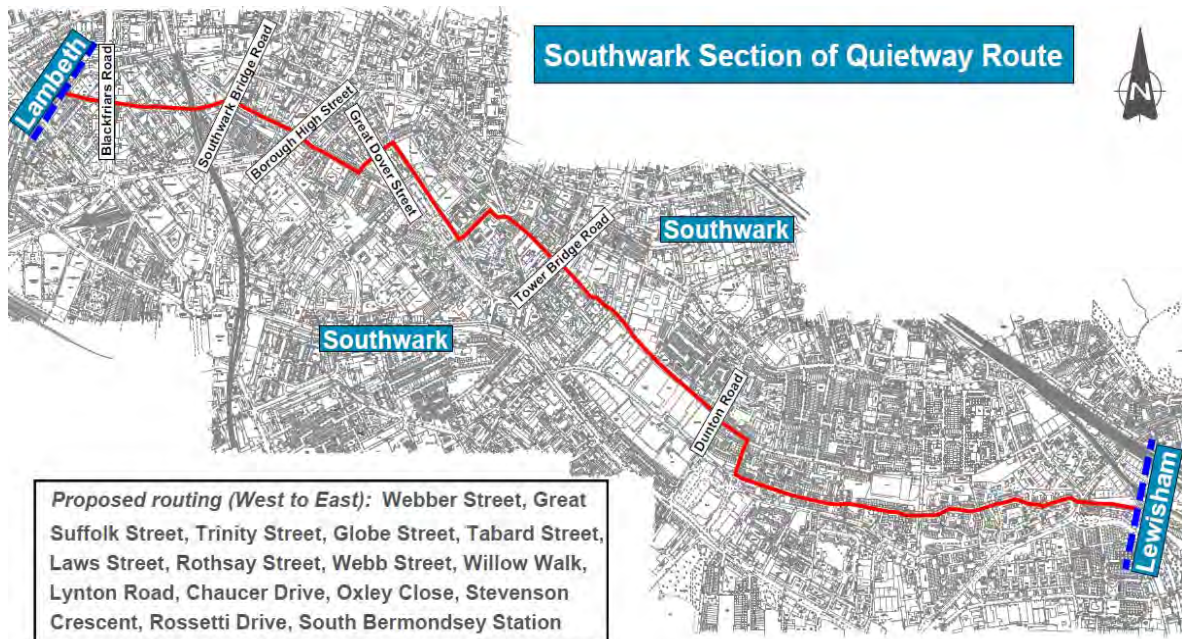


Figure 2: Southwark's section of Quietway Route

- 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 cycling and pedestrian accessibility and enhance the streetscape for Site K:
- Borough High Street junction to be significantly upgraded including an 'all green' pedestrian phase to improve safety, with automated countdown system so pedestrians know how much time they have left to cross the road.
 - Central pedestrian carriageway islands to be enlarged to provide a safer environment for pedestrian to wait to cross the road.
 - Subject to approval from the DfT and other governing bodies, the Great Suffolk Street and Trinity Street arms will have an early start cycle pre-signal so cyclists can traverse the junction and undertake turning movements before general traffic.

- Existing raised carriageway tables in Trinity Street and Great Suffolk Street are to be enlarged to provide cycle waiting areas at the signals. Both approaches will have semi segregated cycle lanes so that cyclists can have unobstructed access to the waiting areas.
- Great Suffolk Street to be resurfaced between Toulmin Street and Borough High Street to improve the ride quality for cyclists.
- Footways of Great Suffolk Street between Toulmin Street and Borough High Street be built out to inset the parking bays and narrow carriageway to reduce vehicle speeds and improve the quality of the streetscape.
- Footways on both sides repaved in new materials, with tree planting where possible to improve the streetscape.
- New carriageway table with footway buildouts proposed at the junction of Great Suffolk Street / Toulmin Street junction to reduce traffic speed and improve pedestrian accessibility.
- Kerbside parking bay layout to be modified with the removal of existing spaces in order to introduce the raised carriageway table at Toulmin Street and introduction of new, formal parking bays on the north side of Great Suffolk Street.

(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 Borough High Street / Trinity Street junction and Great Suffolk Street between Borough High Street and Toulmin Street, 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 383 addresses detailed within the distribution list. The documents were delivered on the 5th August 2014, with a return deadline of the 5th September, 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 34 responses were received during the consultation period (20 returned questionnaires and 14 online responses), equating to a 9% response rate.
- 2.1.2 Five responses were received from Statutory Consultees (Southwark Living Streets, Southwark Cyclists, Lambeth Cyclists, Road Haulage Association 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	31	3
Total	91%	9%

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 three businesses formally replying.

Question 2 – Do you support the proposals?

	Support	Opposed	No Opinion
Replies	20	11	3
Total	59%	32%	9%

Table 2: Returned questionnaire results for question 2

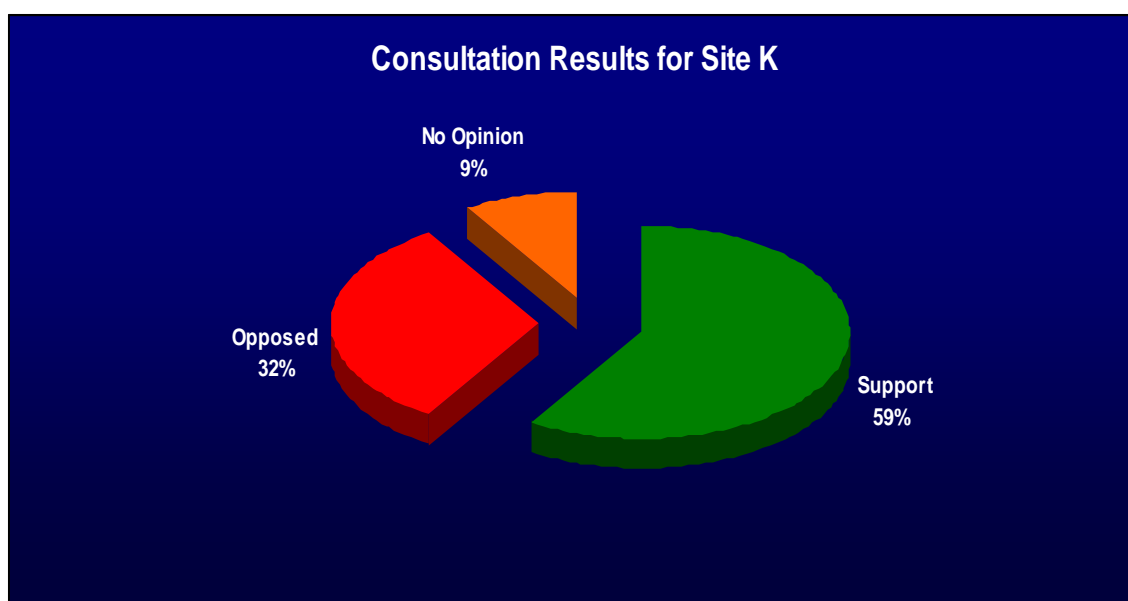


Figure 3: Graphical representation of consultation data for question 2

2.2.4 Table 2 and figure 2 indicate a majority of support for question 2, with 59% welcoming 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 The majority of respondents (59%) indicated support for the proposed measures, and discussed that Great Suffolk Street will look better and the works will benefit local residents and pedestrians.

2.3.3 A number of respondents commented that the improvements to the Borough High Street junction were great and pedestrian lights were badly needed at this location, as it is currently unsafe to cross the road.

2.3.4 A comment stated that the proposals are an excellent change in balance between vehicles, cyclists and pedestrians at the junction of Toulmin Street, which will be a lot safer and a more pleasant environment.

2.3.5 A respondent commented that the early start pre-signal sequence at the traffic lights is a good idea and the larger cycle waiting areas on top of the raised tables will help keep motorists back.

2.3.6 A comment was received stating that parking should be removed on Great Suffolk Street and put in side roads to help cyclists. *

* In response, parking provision is required in Great Suffolk Street to cater for both residents and businesses. Relocating the parking into the side roads is not a feasible option, as the carriageway width of the side roads are too narrow to accommodate kerbside parking. Other roads in the area already have kerbside parking bays as part of the local Controlled Parking Zone. Therefore the removal of parking in Great Suffolk Street cannot be offset locally, which would lead to vociferous objections from both residents and local businesses.

2.3.7 A suggestion was made to install more cycle parking in the area and highlighted that the redundant carriageway section on the north side of Great Suffolk Street that is being turned into footway would be a good option. *

* In response, the council will be identifying suitable locations along the Quietway route to install new footway cycle parking provision. There are a number of potential sites in Great Suffolk Street that have been identified, including the location highlighted by the respondent. In accordance with numerous studies concluding that on average, cyclists spend more money in local shops than other customers using alternative means of transport, the provision of additional cycle parking at the Great Suffolk Street Shopping Parade is an essential element to support local businesses, as well as helping to encourage short, local journeys to this location to be undertaken by bicycle.

2.3.8 A concern was raised that the commitment to plant new street trees is weak and there should be a firm agreement to plant trees in Great Suffolk Street. *

* In response, a key part of the Quietway ethos is to make routes more attractive to use for both cyclists and pedestrians. Street greening and tree planting are an integral initiative to meet this objective and the council hopes to install as many trees as practical along the Quietway route.

A number of proposed locations in Great Suffolk Street have been identified for potential street tree planting. However the locations are subject to further investigation to ascertain that the appropriate sub-surface formation can be achieved to ensure that newly planted trees will survive and flourish. If there are utility services directly under a proposed tree planting location, then it will not be feasible to plant the tree. This is primarily why the consultation plans refer to 'potential' tree planting locations.

2.3.9 A respondent recommended that all parking in the road should be removed and segregated cycle lanes installed. *

* In response, as outlined above, on-street parking is required to cater for local residents and businesses. As Great Suffolk Street has light traffic volumes and

no history of accidents involving cyclists between Borough High Street and Toulmin Street, there would be no justification to remove the parking to install segregated cycle lanes. Full segregating is discouraged on Quietway routes and should only be used on carriageways that have high vehicle volumes and speeds.

- 2.3.10 A comment was received stating that it would be preferred if the existing parking places remain and there is no need or benefit to build out the pavement. *

* In response, when reviewing the layout of the streetscape, it was evident that a number of existing parking bays on the southern side of Great Suffolk Street are located within the extents for the zig zag controlling lines of the zebra crossing at Toulmin Street. In accordance with statutory highway regulations, no parking can take place within the extents of zig zag prohibition markings. Therefore the bays are required to be removed. Leaving the bays in-situ renders them unenforceable and presents a potential safety issue with obstructing sightlines on approach to the zebra crossing location.

The northern side of the carriageway has suitable kerbside space to relocate the bays so that there is no net loss of parking.

Building out the footways adjacent to existing and proposed parking bays address potential conflict issues with cyclists riding adjacent to the kerblines than having to traverse out into the general traffic lane to cycle past the bays. The footway buildouts effectively inset the parking bays into the footway so that cyclists can take a consistent, linear line along the carriageway, taking appropriate positioning with general traffic flows. The footway buildouts also improve the streetscape by reducing the dominance of the carriageway and allowing opportunity to enhance the streetscape through the introduction of tree planting, cycle parking and seating, as well as increasing footway areas for pedestrians.

- 2.3.11 A comment was received that the designs were not ambitious enough and more segregation is required to make novice cyclists feel more comfortable about using the route. 'Looks like parking has been given priority over this'. *

* In response, as outlined above, segregation is not required along the Quietway routes and is not justified in Great Suffolk Street due to there being low traffic volumes and vehicle speeds, which are controlled using existing and proposed vertical deflection measures. Parking provision for local residents and businesses is essential along this section of the route and does not pose a threat to cyclists, as the footways are being extended to inset the parking bays (to match the successful scheme that was recently implemented in the eastern section of the street).

- 2.3.12 A request was made to resurface the section of Trinity Street between the Borough High Street junction and Trinity Church Square, as the road surface is poor quality. *

* In response, creating a smooth carriageway surface is essential to ensure a good ride quality for cyclists along the Quietway route. Officers will revisit this section of Trinity Street to assess the existing state of the carriageway and subject to funding, potentially include this work as part of the Site K proposals.

Trinity Church Square is due to be resurfaced in the current financial year, so officers will investigate if it is feasible that the proposed area to be resurfaced can be extended to include this short section of Trinity Street, with the works undertaken at the same time, which will minimise disruption to local residents and businesses.

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

An objection was received stating that the changes to Great Suffolk Street over the last few years have adversely affected the parade of shops and that this could make things worse. *

* In response, the proposed measures will not have any adverse impact on local businesses or trade. There is no parking removal proposed adjacent to the shopping parade or traffic prohibition measures that will adversely affect access to Great Suffolk Street.

It can be argued that the improvements will potentially be beneficial to local businesses. Quietway routes will make cycling more attractive as an alternative mode of transport to undertake local journeys. As cycling numbers increase year on year, assisted by Quietway route implementation and with the provision of additional cycle parking in proximity to the shopping parade, the level of trade could potentially increase. Studies have concluded that people that cycle to local shopping destinations spend more money on average per visit than other shoppers that have arrived by foot or motor vehicle. It must also be noted that improvements to the streetscape will also make the street more attractive to pedestrians, which could increase existing levels of footfall and potential trade for local businesses.

A number of objections were received relating to taking away resident parking bays. 'It's hard enough to park in the area without taking away more spaces.' *

* In response, there is no net loss of parking associated with the scheme. All parking removed on the south side of Great Suffolk Street is being offset by introducing the same number of permanent holder bays on the north side of the carriageway.

A respondent objected to the scheme stating that cyclists have scant regard for pedestrians and complete contempt for pavement users. *

* In response, cyclists will be confined to the carriageway along Great Suffolk Street so there is minimal chance of conflict with pedestrians. Cyclists have to give way to pedestrians using controlled crossing facilities such as the zebra crossing a Toulmin Street and there are no sections of shared footway that would result in conflict.

A number of objections highlighted that Great Suffolk Street is a busy rat run and that if you were serious about cycling you would reduce traffic by either providing full segregation or removal of motor traffic through modal filtering. *

* In response, the proposed measures as part of this scheme will increase safety for cyclists by ensuring unobstructed access to signal junctions, advanced priority at signal junctions and curtailing traffic speeds through the introduction of further vertical deflection measures. As described earlier, the footways are also be built out which will not only improve the streetscape, but also remove the risk of cyclists conflicting with motor vehicles by moving out into the carriageway to traverse past parking bays.

The traffic volume using Great Suffolk Street is low compared to other roads in the area, which was demonstrated by traffic counts in morning and afternoon peak periods at the Borough High Street junction. The greatest risk to cyclists using this section of the route is potential conflict from motor vehicles turning across the path of cyclists traversing straight ahead at the Borough High Street junction. The traffic counts demonstrated that turning movements at this junction from both Great Suffolk Street and Trinity Street are minimal, with only 6 recorded over a 1 hour period from Trinity Street and 36 from Great Suffolk Street. Therefore the advanced cycle awaiting area in conjunction with early start pre-signal measures practically eliminate this risk, making the Great Suffolk Street routing of the Quietway route both attractive and safe for cyclists of all abilities.

Whilst closing Great Suffolk Street to through traffic would improve the Quietway route further, a comprehensive feasibility study would be required to ascertain the likelihood of traffic displacement onto other streets in the area. Due to the controversial nature of preventing through traffic and the potential access changes to residential and commercial properties, a separate consultation specifically on this proposal would be required. However, as outlined above, Great Suffolk Street traffic volumes and speeds are low and the risk of conflict with cyclists is minimal and therefore closing the road would not be justified. Such a proposal would also potentially lead to objections from local traders who would highlight that preventing through traffic would have a substantial impact on their trade.

A respondent objected stating that whilst the changes to the Borough High Street junction were good, there absolutely no changes to Great Suffolk Street that will benefit cyclists. *

* In response, there are numerous benefits for cyclists along Great Suffolk Street as part of the Quietway proposals for Site K. Traffic speeds will be reduced by introducing additional vertical deflection that will assist with enforcing the 20mph speed limit. As previously discussed, in-setting the parking bays by building out the footway will remove potential conflict by allowing cyclists to take a linear line along the carriageway without having to pull out around parking bays.

In addition the carriageway is being resurfaced between Borough High Street and Toulmin Street, which will greatly improve the ride quality for cyclists, as the current condition of the carriageway is poor.

An objection was received discussing that semi-segregated cycle lanes are useless and motorists will park in them. 'Either fully segregate or don't bother.' *

* In response, semi-segregated cycle lanes leading to advanced cycle waiting areas at signal junctions are being trialled as part of the Quietway proposals to assess their effectiveness. Installing armadillo lane delineators will make the cycle lane more prominent and should prevent encroachment of motor vehicles. The post monitoring of these measures will inform whether or not alternative designs should be considered. Armadillo delineators are also low cost and can be easily removed with minimal effort if they are deemed to be ineffectual in preventing vehicles from obstructing the cycle access lanes.

2.3.9 24% 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:

- 59% of respondents support the introduction of the Quietway cycle route proposals for Site I;
- 32% of respondents are opposed to the proposals; and
- 9% of respondents had no opinion.

2.5 Statutory Consultee Replies

2.5.1 Five statutory consultees provided a reply to the consultation.

- a) **The Road Haulage Association** replied in support and welcomed the retention of a section of single yellow line on the northern side of Great Suffolk Street for loading activities. However they noted that they were not in favour of the nearside cycle lanes on approach to junctions as cyclists will cut up the inside of traffic partially putting themselves in danger. *

* In response, the cycle feeder lanes leading to the advanced cycle waiting areas are proposed to ensure that cyclists can have unobstructed access the waiting area when the signals are red (which will be at least 70% of the time). The lanes will be semi-segregated which will reduce the likelihood of vehicle encroachment, allowing 1.5m of carriageway width for cyclists. When the signals are green, it is envisaged that cyclists will maintain their position on the middle of the general traffic lane and not use the cycle lane before entering the junction. In addition, as discussed previously, the number of vehicles turning left at this location is minimal and therefore the risk of left hook collisions with cyclists is minimal.

- b) **Southwark Living Streets** replied indicating strong support for the scheme and stated that the Borough High Street junction improvements were fantastic and the streetscape improvements to Great Suffolk Street will greatly improve the environment for not only cyclists but also for pedestrians.

- c) **Lambeth Cyclists** replied in support of the scheme and requested that the final design ensure the elephant footprint markings across Borough High Street line up with the centre of the lanes and not the nearside kerbs of the junction.
- d) **Southwark Cyclists** replied indicating support for the scheme. They highlighted traffic volume using both Trinity Street and Great Suffolk Street is low, with on-site observations concluding left turning traffic numbers are low, which coupled with that the proposed pre-signal and advanced cycle waiting area, will significantly reduce the left turn hook risk currently experienced by cyclists at the junction.
- e) **Sustrans** replied indicating support for the scheme but did not provide any specific questions or comments on the proposed measures.

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

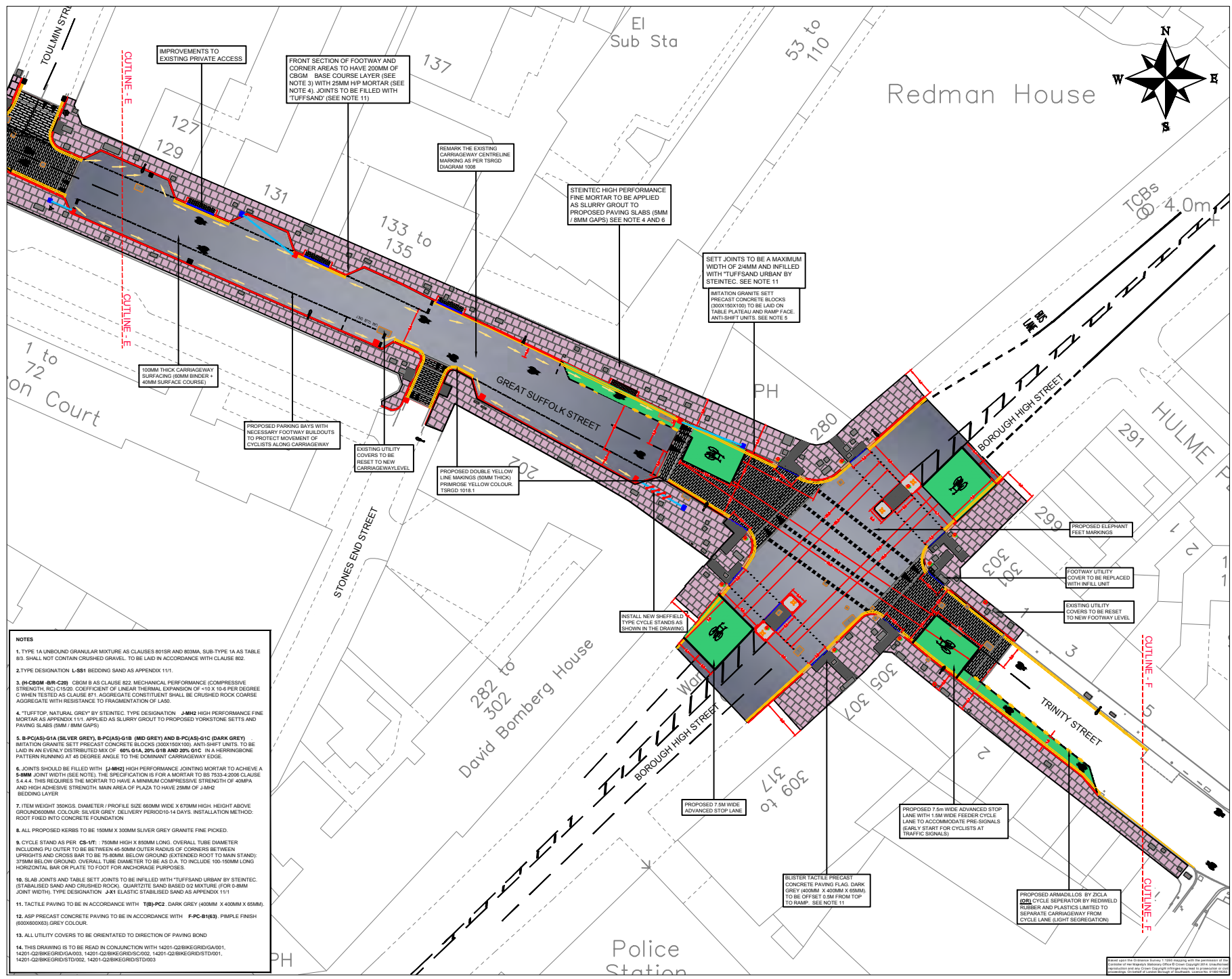
3.0 Recommendations

Due to the majority of respondents supporting the scheme and Southwark's on-going commitment to improve and promote cycling in the borough, it is recommended that the scheme proceed 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 TS105 PAV 68- LITE ON 50mm THICK SMA 1E EN 4995 OR WTR 2 TO CL307 OR CARRIAGEWAY REPAIR CONSTRUCTION.
 - FOOTWAY RECONSTRUCTION, PROVIDE AND LAY PCC PAVING FLAG 800 X 800 X 75mm FOR FOOTWAY CONSTRUCTION LAD ON 200mm THICK TYPE 1 SUBBASE AND 30mm THICK LOW FINES BEDDING SAND.
 - RAISED FEATURES, PROVIDE AND LAY ANTI-SHIFT PC BLOCKS 300 X 150 X 100mm FOR RAISE TABLE CONSTRUCTION LAD ON 350mm THICK CR30-C28 AND 30mm THICK LOW FINES BEDDING SAND.
 - SLURRY PAVING, PROVIDE AND LAY PCC SLURRY TACTILE PAVERS 400 X 400 X 75mm THICK (REF TB18-6175) ON SPECIFIED FOOTWAY CONSTRUCTION LAD ON 200mm THICK CR30-C28 SUBBASE AND 30mm THICK "TUFFBED" LAYING MORTAR BY STEINTEC.
 - TUFFBED LAYING, SECTION OF FOOTWAY TO BE LAD ON 200mm THICK CR30-C28 SUBBASE AND 30mm THICK "TUFFBED" LAYING MORTAR BY STEINTEC.
 - CYCLE LANE, PROPOSED CYCLE LANE / ADVANCED STOP LANE (GREEN COLOUR IS FOR INDICATIVE PURPOSE ONLY).
 - EXISTING CYCLE SUPER HIGHWAY BY TRANSPORT FOR LONDON
 - ROADWORK, EXISTING IRONWORK COVER AND FRAME TO BE ADJUSTED 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 HALCHING TO BE 100MM BELOW CARRIAGEWAY). REFER TO DRAWING LBS(C)0-KERB 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 FLUSHED, INSTALL NEW STANDARD GRANITE KERBS (150MM X 300MM) FLUSHED ON ST4 (INCLUDING FRONT KERB HALCHING TO BE 100MM BELOW CARRIAGEWAY). REFER TO DRAWING LBS(C)0-KERB AND EDGE RESTRAINT FOUNDATION DETAIL TYPE M(SHEET 1 OF 4) & TYPE R - TYPE T1 (SHEET 3 OF 4) FOR FURTHER DETAILS.
 - STANDARD GRANITE TRANSITION KERBS, NEW STRAIGHT KERB TYPE T15 TRANSITION KERBS (150MM X 300MM) TYPE K15 (SHEET 5 OF 4) REFER TO DRAWING LBS(C)0-KERB 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.
 - RED ROAD MARKINGS TO BE REINSTALLED.
 - NEW DRAIN PIPE, PROVIDE AND INSTALL SURFACE WATER DRAIN PIPE (GROUP 4 150mm INTERNAL DIAMETER) DEPTH OF INVERT=±20. AVERAGE DEPTH OF 700MM ON BED TYPE Z (DEPTH OF TROUGH ON BED TYPE Z).
 - NEW GULLY, PROVIDE AND INSTALL PRECAST CONCRETE TRAPPED GULLY WITH TYPE B COVER, GULLY DEPTH +0700MM OR BUILD CATCH PIT WHERE SPECIFIED.
 - EXISTING ROAD GULLY TO BE CONVERTED TO MANHOLE.
 - EXISTING ROAD GULLY TO BE RAISED AND ADJUSTED.
 - NEW CYCLE SEPARATOR OR ARMADILLOS
 - NEW TRAFFIC SIGNAL POST LOCATION (PRIMARY/SECONDARY)
 - NEW LAMP COLUMN LOCATION.
 - EXISTING LAMP COLUMN LOCATION.
 - NEW SHEFFIELD CYCLE STANDS
 - NEW TREE PIT CONSTRUCTION (REFER TO STANDARD DRAWING DETAILS NO 14201-0228IKGGR(D)001)
 - EXISTING / PROPOSED LONGITUDINAL FALL ON CARRIAGEWAY
 - EXISTING BELL BOLLARDS TO BE RELOCATED AS SHOWN IN THE DRAWING
 - ACCESS IMPROVEMENTS, LIGHT GREY PCC BLOCKS B-PC(8)-81a (200 X 100 X 60) JOINTED WITH 14MM J-SS1 SHARP SAND ON 50MM THICK BSA-4 CHA BRINE 8H 100/150. REFER TO STANDARD DRAWING DETAIL S NO 14201-0228IKGGR(D)002
 - PROPOSED LOCATION FOR THE SIGN POSTS

- NOTES**
1. TYPE 1A UNBOUND GRANULAR MIXTURE AS CLAUSES 801SR AND 803MA, SUB-TYPE 1A AS TABLE 803. SHALL NOT CONTAIN CRUSHED GRAVEL. TO BE LAD IN ACCORDANCE WITH CLAUSE 802.
 2. TYPE DESIGNATION L-SB1 BEDDING SAND AS APPENDIX 111.
 3. (M-C28M -BFR-C28) C28M B AS CLAUSE B22. MECHANICAL PERFORMANCE (COMPRESSIVE STRENGTH, RD C1502). COEFFICIENT OF LINEAR THERMAL EXPANSION OF -10 X 10⁻⁶ PER DEGREE C WHEN TESTED AS CLAUSE B71. AGGREGATE CONSTITUENT SHALL BE CRUSHED ROCK COARSE AGGREGATE WITH RESISTANCE TO FRAGMENTATION OF LA50.
 4. "TURF TOP" NATURAL GREY BY STEINTEC. TYPE DESIGNATION J-MH2 HIGH PERFORMANCE FINE MORTAR AS APPENDIX 111. APPLIED AS SLURRY GROUT TO PROPOSED YORKSTONE SETTS AND PAVING SLABS (5MM / 6MM GAPS)
 5. B-PC(AS)-G1A (SILVER GREY), B-PC(AS)-G1B (MID GREY) AND B-PC(AS)-G1C (DARK GREY) IMITATION GRANITE SETT PRECAST CONCRETE BLOCKS (300X100X100). ANTI-SHIFT UNITS. TO BE LAD IN AN EVENLY DISTRIBUTED MIX OF 60% G1A, 20% G1B AND 20% G1C. IN A HERRINGBONE PATTERN RUNNING AT 45 DEGREE ANGLE TO THE DOMINANT CARRIAGEWAY EDGE.
 6. JOINTS SHOULD BE FILLED WITH J-MH2 HIGH PERFORMANCE JOINTING MORTAR TO ACHIEVE A 5.4MM JOINT WIDTH (SEE NOTE). THE SPECIFICATION IS FOR A MORTAR TO BS 7533-2:2008 CLAUSE 5.4.4.4. THIS REQUIRES THE MORTAR TO HAVE A MINIMUM COMPRESSIVE STRENGTH OF 40MPa AND HIGH ADHESIVE STRENGTH. MAIN AREA OF PLAZA TO HAVE 25MM OF J-MH2 BEDDING LAYER.
 7. ITEM WEIGHT 300KGS. DIAMETER / PROFILE SIZE 600MM WIDE X 670MM HIGH. HEIGHT ABOVE GROUND/0.00M. COLOUR: SILVER GREY. DELIVERY PERIOD 10-14 DAYS. INSTALLATION METHOD: ROOT FIXED INTO CONCRETE FOUNDATION.
 8. ALL PROPOSED KERBS TO BE 150MM X 300MM SILVER GREY GRANITE FINE PICKED.
 9. CYCLE STAND AS PER CS-147. 750MM HIGH X 800MM LONG. OVERALL TUBE DIAMETER INCLUDING PU OUTER TO BE BETWEEN 45-50MM OUTER RADIUS OF CORNERS BETWEEN UPRIGHTS AND CROSS BAR TO BE 75.00MM. BELOW GROUND (EXTENDED ROOT TO MAIN STAND); 375MM BELOW GROUND. OVERALL TUBE DIAMETER TO BE AS D.A. TO INCLUDE 100-150MM LONG HORIZONTAL BAR OR PLATE TO FOOT FOR ANCHORAGE PURPOSES.
 10. SLAB JOINTS AND TABLE SETT JOINTS TO BE FILLED WITH "TUFFSAND URBAN BY STEINTEC. (STABILISED SAND AND CRUSHED ROCK). QUARTZITE SAND BASED 02 MIXTURE (FOR 0-8MM JOINT WIDTH). TYPE DESIGNATION J-MH2. ELASTIC STABILISED SAND AS APPENDIX 111.
 11. TACTILE PAVING TO BE IN ACCORDANCE WITH T(8)-PC2 DARK GREY (400MM X 400MM X 65MM).
 12. ASP PRECAST CONCRETE PAVING TO BE IN ACCORDANCE WITH F-PC-81(83). PIMPLE FINISH (020X020X3) GREY COLOUR.
 13. ALL UTILITY COVERS TO BE ORIENTATED TO DIRECTION OF PAVING BOND
 14. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH 14201-0228IKGGR(D)001, 14201-0228IKGGR(D)003, 14201-0228IKGGR(D)002, 14201-0228IKGGR(D)004, 14201-0228IKGGR(D)005

Project: CENTRAL LONDON BIKE GRID Q2 - BLUE ROUTE

Title: GENERAL ARRANGEMENT SECTION-6 BOROUGH HIGH STREET JUNCTION

Contract No. HW2013 NEC3

Scale: 1 : 250 @ A1

Purpose: CONSTRUCTION

Drawing No. 14201-Q2/BIKEGRID/GA/006

Rev.	Drawn	Chk.	Date
1			

Date Drawn: JUNE 2014 Date Issued: JULY 2014

Appendix B: Consultation Documents

- New carriageway table with footway buildouts proposed at the junction of Great Suffolk Street / Toulmin Street junction to reduce traffic speed and improve pedestrian accessibility.
- Kerbside parking bay layout to be modified with the removal of existing spaces in order to introduce the raised carriageway table at Toulmin Street and introduction of new, formal parking bays on the north side of Great Suffolk Street.



Quietway
Greenwich to Waterloo

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.

Site K – Borough High Street Junction and Great Suffolk Street

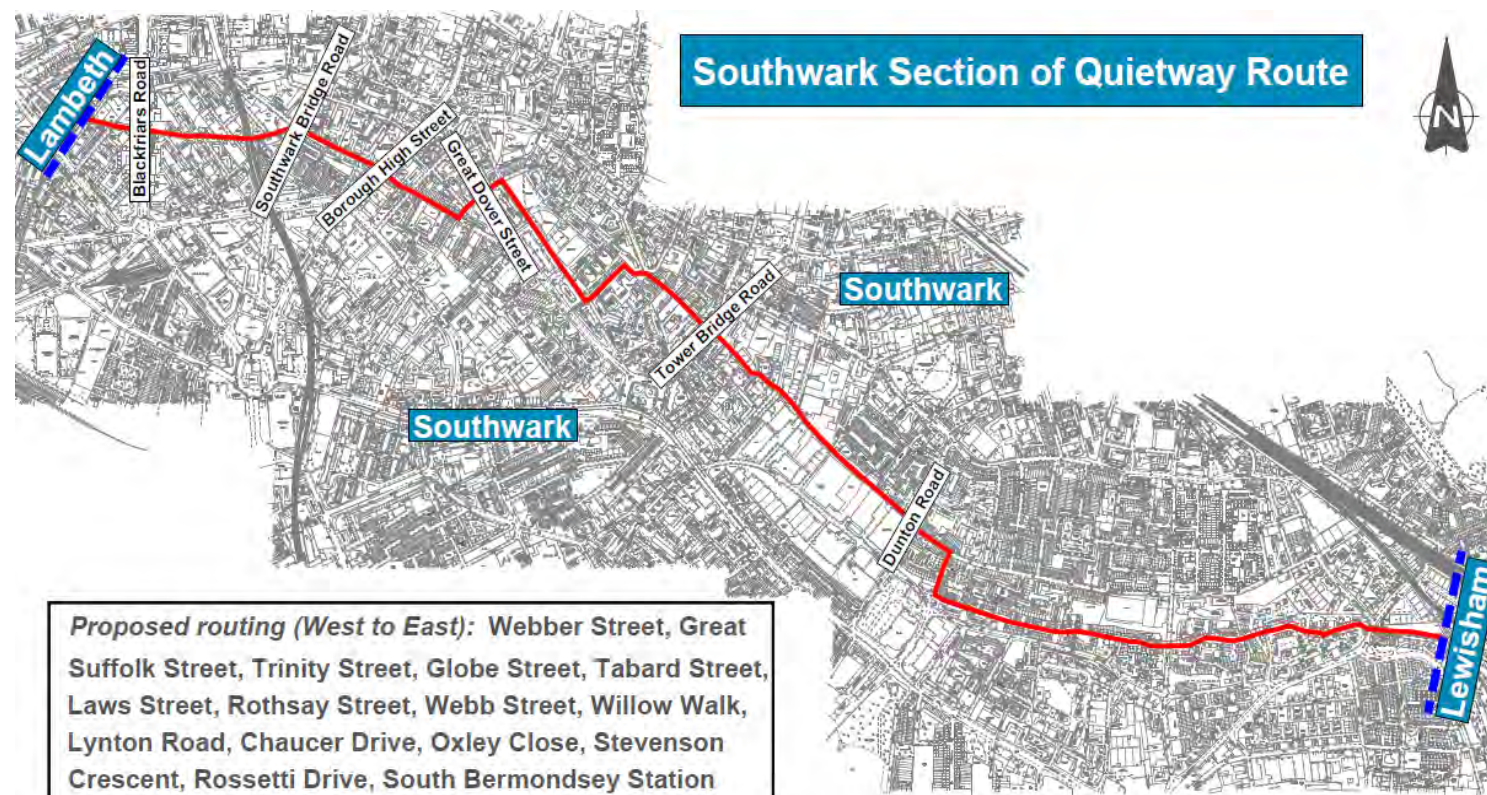
Pedestrian safety, Cycle Priority and Streetscape Improvements

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?

- Borough High Street junction to be significantly upgraded including an 'all green' pedestrian phase to improve safety, with automated countdown system so pedestrians know how much time they have left to cross the road.
- Central pedestrian carriageway islands to be enlarged to provide a safer environment for pedestrian to wait to cross the road.
- Subject to approval from the DfT and other governing bodies, the Great Suffolk Street and Trinity Street arms will have an early start cycle pre-signal so cyclists can traverse the junction and undertake turning movements before general traffic.
- Existing raised carriageway tables in Trinity Street and Great Suffolk Street are to be enlarged to provide cycle waiting areas at the signals. Both approaches will have semi segregated cycle lanes so that cyclists can have unobstructed access to the waiting areas.
- Great Suffolk Street to be resurfaced between Toulmin Street to and Borough High Street to be resurfaced to improve the ride quality for cyclists.
- Footways of Great Suffolk Street between Toulmin Street to be built out to inset the parking bays and narrow carriageway to reduce vehicle speeds and improve the quality of the streetscape.
- Footways on both sides repaved in new materials, with tree planting where possible to improve the streetscape.



Redundant section of carriageway to be converted to footway to improve the streetscape

Proposed raised carriageway table at the junction of Great Suffolk Street and Toulmin Street (incorporating the existing zebra crossing facility), to reduce traffic speeds and improve pedestrian accessibility

New permit holder parking bays to be introduced on the northern side of Great Suffolk Street. Existing vehicle accesses into adjacent businesses retained

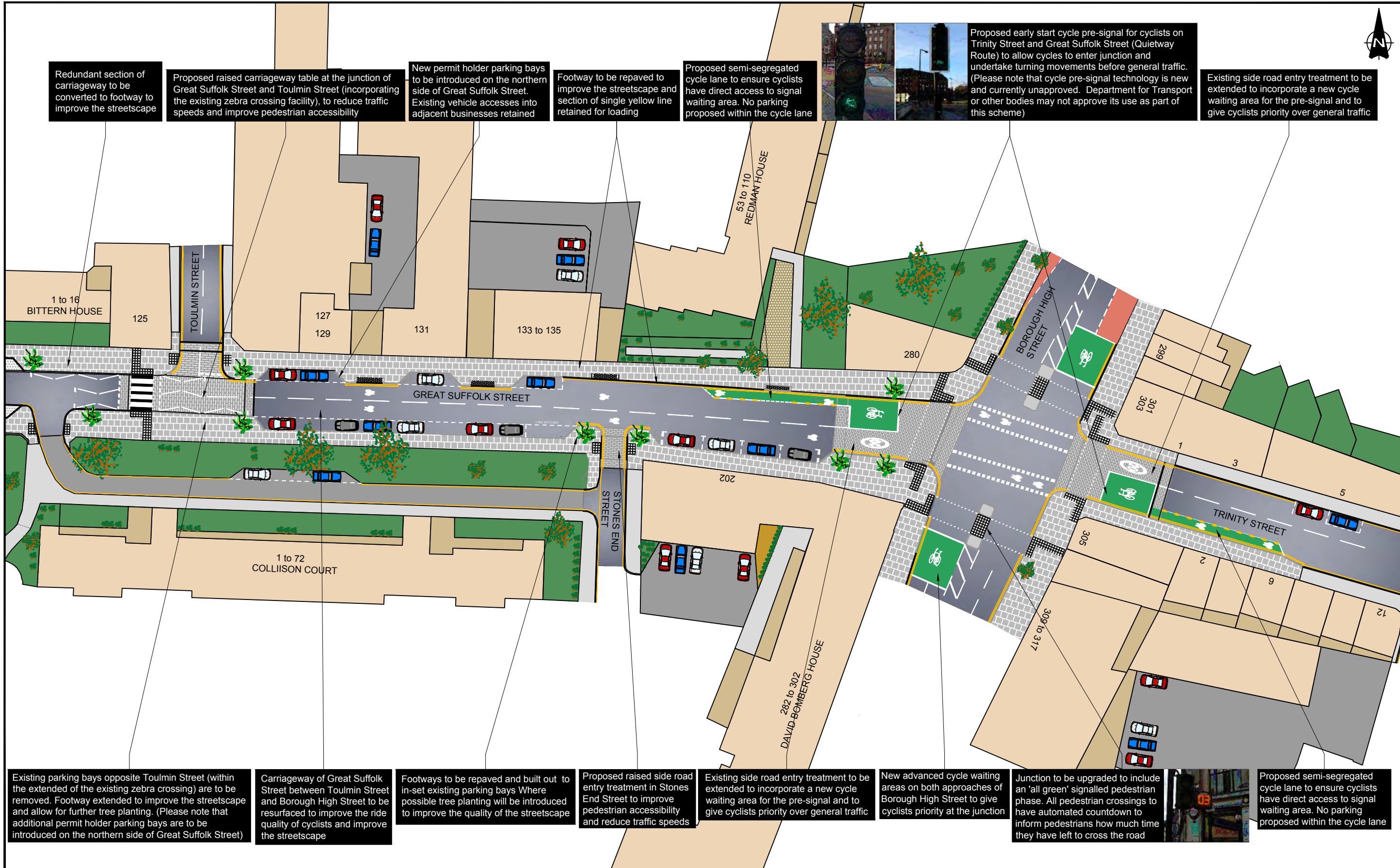
Footway to be repaved to improve the streetscape and section of single yellow line retained for loading

Proposed semi-segregated cycle lane to ensure cyclists have direct access to signal waiting area. No parking proposed within the cycle lane



Proposed early start cycle pre-signal for cyclists on Trinity Street and Great Suffolk Street (Quietway Route) to allow cycles to enter junction and undertake turning movements before general traffic. (Please note that cycle pre-signal technology is new and currently unapproved. Department for Transport or other bodies may not approve its use as part of this scheme)

Existing side road entry treatment to be extended to incorporate a new cycle waiting area for the pre-signal and to give cyclists priority over general traffic



Existing parking bays opposite Toulmin Street (within the extended of the existing zebra crossing) are to be removed. Footway extended to improve the streetscape and allow for further tree planting. (Please note that additional permit holder parking bays are to be introduced on the northern side of Great Suffolk Street)

Carriageway of Great Suffolk Street between Toulmin Street and Borough High Street to be resurfaced to improve the ride quality of cyclists and improve the streetscape

Footways to be repaved and built out to in-set existing parking bays Where possible tree planting will be introduced to improve the quality of the streetscape

Proposed raised side road entry treatment in Stones End Street to improve pedestrian accessibility and reduce traffic speeds

Existing side road entry treatment to be extended to incorporate a new cycle waiting area for the pre-signal and to give cyclists priority over general traffic

New advanced cycle waiting areas on both approaches of Borough High Street to give cyclists priority at the junction

Junction to be upgraded to include an 'all green' signalled pedestrian phase. All pedestrian crossings to have automated countdown to inform pedestrians how much time they have left to cross the road



Proposed semi-segregated cycle lane to ensure cyclists have direct access to signal waiting area. No parking proposed within the cycle lane



SITE K - GREAT SUFFOLK STREET / TRINITY STREET JUNCTION, STREETScape AND CYCLE PRIORITY IMPROVEMENTS



Appendix C: Location Plan and Extents of Consultation

Quietway Site K - Consultation Area

Date 30/7/2014



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Appendix D: List of Addresses within Distribution Area

ORGANISATION	SAO	PAO	STREET	TOWN	POSTCODE	
SUCCESS ASSOCIATES LTD	FLAT 4	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH	
	FLAT 3	RUSE, 280	BOROUGH HIGH STREET	LONDON	SE1 1JS	
ST VINCENT DE PAUL SOCIETY	FIFTH FLOOR	8A	199 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED	
	FLAT B	291-299	TRINITY STREET	LONDON	SE1 1DB	
	FLAT C		BOROUGH HIGH STREET	LONDON	SE1 1JG	
	FLAT 66		307 BOROUGH HIGH STREET	LONDON	SE1 1JH	
	FLAT 70		307 BOROUGH HIGH STREET	LONDON	SE1 1JH	
	FLAT 109	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW	
	FLAT 56	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW	
	UNIT A	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW	
	UNIT D SECOND FLOOR	127-129	GREAT SUFFOLK STREET	LONDON	SE1 1PP	
	FLAT B7A	127-129	GREAT SUFFOLK STREET	LONDON	SE1 1PP	
CONNECTING LONDON LTD UNITED VISUAL ARTISTS LTD	FLAT C2A	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ	
	FLAT C4B	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ	
	FLAT 2		199 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED	
	FLAT B5A	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ	
	FLAT A4A	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ	
	FLAT B1	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ	
	FLAT B3B	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ	
	FLAT D1	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ	
	FLAT D5	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ	
	FLAT E6	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ	
	FLAT 14	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ	
	FLAT 19	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ	
	FLAT 23	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ	
	FLAT 12	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH	
	FLAT 16	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH	
	FLAT 7	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH	
	FLAT 2	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ	
		172A	GREAT SUFFOLK STREET	LONDON	SE1 1PE	
	FLAT 49	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA	
	FLAT 55	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA	
	FAIRBRIDGE LTD COBELLI'S			5 TRINITY STREET	LONDON	SE1 1DB
				299 BOROUGH HIGH STREET	LONDON	SE1 1JG
		FLAT 26	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
		FLAT 83	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
	COLIN G BANFIELD & LESLIE J STEVENS TERRY CAFE		DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
				8 TRINITY STREET	LONDON	SE1 1DB
				158 GREAT SUFFOLK STREET	LONDON	SE1 1PE
				2 HULME PLACE	LONDON	SE1 1HX
				24 SUDREY STREET	LONDON	SE1 1PF
				8 TRINITY STREET	LONDON	SE1 1DB
THE CORPORATION OF TRINITY HOUSE	THIRD FLOOR FLAT					
	FLAT 8	ST MICHAELS COURT, 3	HULME PLACE	LONDON	SE1 1HY	
		14-16	TRINITY STREET	LONDON	SE1 1DB	
	GROUND FLOOR	170A	GREAT SUFFOLK STREET	LONDON	SE1 1PE	
SMITH YEATMAN LTD		176A	GREAT SUFFOLK STREET	LONDON	SE1 1PE	
			103 GREAT SUFFOLK STREET	LONDON	SE1 1PQ	
	FLAT 11	ST MICHAELS COURT, 3	HULME PLACE	LONDON	SE1 1HY	
	FLAT 10		202 GREAT SUFFOLK STREET	LONDON	SE1 1NY	
	FLAT 71	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA	
	FLAT 4	WINCHESTER HOUSE, 201	SOUTHWARK BRIDGE ROAD	LONDON	SE1 0DT	
	FLAT 11	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH	
	FLAT 1		18 TRINITY STREET	LONDON	SE1 1DB	
	FLAT 5		202 GREAT SUFFOLK STREET	LONDON	SE1 1NY	
	FLAT 10	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ	
THE MINISTRY OF FUN LTD CO NO: 032323211	FLAT 14	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ	
	UNIT 4	SUFFOLK HOUSE, 127-129	GREAT SUFFOLK STREET	LONDON	SE1 1PP	
	FLAT 76	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW	
	FLAT 80	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW	
	FLAT 86	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW	
	FLAT 90	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW	
	FLAT 95	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW	
	FLAT 3	ST MICHAELS COURT, 3	HULME PLACE	LONDON	SE1 1HY	
	FLAT 2		305 BOROUGH HIGH STREET	LONDON	SE1 1JH	
	FLAT 3		18 TRINITY STREET	LONDON	SE1 1DB	
	FLAT 35	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA	
	FLAT 39	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA	
	FLAT 44	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA	
	FIRST FLOOR	133-135	GREAT SUFFOLK STREET	LONDON	SE1 1PP	
	FLAT 7	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ	
	FLAT 12	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ	
	FLAT 54	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA	
	FLAT 59	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA	
	FLAT 64	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA	
	PRISONERS FAMILY & FRIENDS SERVICE TRUSTEES A DUNLOP A MILLB			50 SWAN STREET	LONDON	SE1 1DF
FLAT 19		COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ	
FLAT 23		COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ	
FLAT 28		COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ	
FLAT 32		COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ	
FLAT 7		COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ	
FLAT 102		REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW	
			107 GREAT SUFFOLK STREET	LONDON	SE1 1PQ	
			305 BOROUGH HIGH STREET	LONDON	SE1 1JH	
		DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ	
NIKI NEWS	FLAT 4	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ	
	FLAT D2	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ	
	FLAT C3B	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ	
	FLAT C1B	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ	
	FLAT B6A	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ	
	FLAT B2A	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ	
	REAR OF	156A-176B	GREAT SUFFOLK STREET	LONDON	SE1 1PE	
	UNIT 1	SUFFOLK HOUSE, 127-129	GREAT SUFFOLK STREET	LONDON	SE1 1PP	
	UNIT 7	SUFFOLK HOUSE, 127-129	GREAT SUFFOLK STREET	LONDON	SE1 1PP	
	UNIT 3	SUFFOLK HOUSE, 127-129	GREAT SUFFOLK STREET	LONDON	SE1 1PP	
CORPORATION OF LONDON COMMUNITY SERVICES DEPARTMENT THE MINISTRY OF FUN LTD JOHN KEIL INVESTMENTS LTD SIMON VINALL PHOTOGRAPHY LIMITED	UNIT 2	SIGNAL HOUSE, 137A	GREAT SUFFOLK STREET	LONDON	SE1 1PZ	
	LIVING ACCOMMODATION		125 GREAT SUFFOLK STREET	LONDON	SE1 1PQ	
	FLAT 4		199 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED	
	FLAT 5		199 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED	
	FLAT 9	WINCHESTER HOUSE, 201	SOUTHWARK BRIDGE ROAD	LONDON	SE1 0DT	
	UNIT 3A	SIGNAL HOUSE, 137A	GREAT SUFFOLK STREET	LONDON	SE1 1PZ	

	UNIT 4A	SIGNAL HOUSE, 137A	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	UNIT 4B	SIGNAL HOUSE, 137A	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	UNIT 5A	SIGNAL HOUSE, 137A	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	UNIT 2A	SIGNAL HOUSE, 137A	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	SECOND FLOOR FLAT		4 TRINITY STREET	LONDON	SE1 1DB
	FLAT 1		202 GREAT SUFFOLK STREET	LONDON	SE1 1NY
	FLAT A5A	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
	FLAT A2B	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
DRYCLEANERS		12A	TRINITY STREET	LONDON	SE1 1DB
		297	BOROUGH HIGH STREET	LONDON	SE1 1JG
		156B	GREAT SUFFOLK STREET	LONDON	SE1 1PE
		158B	GREAT SUFFOLK STREET	LONDON	SE1 1PE
		125	GREAT SUFFOLK STREET	LONDON	SE1 1PQ
		156A	GREAT SUFFOLK STREET	LONDON	SE1 1PE
		172B	GREAT SUFFOLK STREET	LONDON	SE1 1PE
		176B	GREAT SUFFOLK STREET	LONDON	SE1 1PE
PRISONERS FAMILIES & FRIENDS SERVICE		20	TRINITY STREET	LONDON	SE1 1DB
RAE & CO SOLICITORS		2	TRINITY STREET	LONDON	SE1 1DB
G WORRAL & SON LTD		174	GREAT SUFFOLK STREET	LONDON	SE1 1PE
THE SALON,		160	GREAT SUFFOLK STREET	LONDON	SE1 1PE
BELLA PIZZA C-T		6	TRINITY STREET	LONDON	SE1 1DB
RIPPING IMAGE LTD		131	GREAT SUFFOLK STREET	LONDON	SE1 1PP
		162A	GREAT SUFFOLK STREET	LONDON	SE1 1PE
		162B	GREAT SUFFOLK STREET	LONDON	SE1 1PE
		164-166	GREAT SUFFOLK STREET	LONDON	SE1 1PE
DENISE FLORIST		168	GREAT SUFFOLK STREET	LONDON	SE1 1PE
		170B	GREAT SUFFOLK STREET	LONDON	SE1 1PE
THE SOL FACTORY LTD		172	GREAT SUFFOLK STREET	LONDON	SE1 1PE
		174A	GREAT SUFFOLK STREET	LONDON	SE1 1PE
		174B	GREAT SUFFOLK STREET	LONDON	SE1 1PE
ERIC'S GREEN GROCONS		176	GREAT SUFFOLK STREET	LONDON	SE1 1PE
SCANPLUS LTD		133-135	GREAT SUFFOLK STREET	LONDON	SE1 1PP
OLLEY'S FISH & CHIPS		101	GREAT SUFFOLK STREET	LONDON	SE1 1PQ
GIGGLING-SAUSAGE		105	GREAT SUFFOLK STREET	LONDON	SE1 1PQ
IL FURNAR		109	GREAT SUFFOLK STREET	LONDON	SE1 1PQ
ALFA SUPPORT SERVICES		302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
		12	TRINITY STREET	LONDON	SE1 1DB
		1-3	TRINITY STREET	LONDON	SE1 1DB
		21	SUDREY STREET	LONDON	SE1 1PF
		25	SUDREY STREET	LONDON	SE1 1PF
		26	SUDREY STREET	LONDON	SE1 1PF
		27	SUDREY STREET	LONDON	SE1 1PF
		28	SUDREY STREET	LONDON	SE1 1PF
		160A	GREAT SUFFOLK STREET	LONDON	SE1 1PE
		160B	GREAT SUFFOLK STREET	LONDON	SE1 1PE
		301-303	BOROUGH HIGH STREET	LONDON	SE1 1JH
ARROW THERAPEUTICS LTD		BRITANNIA HOUSE, 7	TRINITY STREET	LONDON	SE1 1DB
		10	TRINITY STREET	LONDON	SE1 1DB
		307	BOROUGH HIGH STREET	LONDON	SE1 1JH
		1	HULME PLACE	LONDON	SE1 1HX
		158A	GREAT SUFFOLK STREET	LONDON	SE1 1PE
	FIRST FLOOR FLAT	2	TRINITY STREET	LONDON	SE1 1DB
	SECOND FLOOR AND THIRD FLOOR FLAT	2	TRINITY STREET	LONDON	SE1 1DB
	FLAT A3B	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
	FLAT E3	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
	FLAT E4	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
	FLAT E5	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
	FLAT B5B	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
	FLAT B6B	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
	FLAT B7B	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
	FLAT C1A	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
	FLAT C2B4	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
	FLAT C3A	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
	FLAT C4A	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
	FLAT C5A	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
	FLAT C5B	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
		162	GREAT SUFFOLK STREET	LONDON	SE1 1PE
TOTE BOOKMAKERS		170	GREAT SUFFOLK STREET	LONDON	SE1 1PE
		12B	TRINITY STREET	LONDON	SE1 1DB
	FLAT C6A	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
	FLAT C6B	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
COURT SERVICE AGENCY		CROWN COURT	SWAN STREET	LONDON	SE1 1DF
	FLAT A2A	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
	FLAT A3A	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
	FLAT 6	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	FLAT 18	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	FLAT 20	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	FLAT 21	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	FLAT 1	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	FLAT 3	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	FLAT 4	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	FLAT 5	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	FLAT 22	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	FLAT 24	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	FLAT 25	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	UNIT 1	SIGNAL HOUSE, 137A	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	GROUND FLOOR AND FIRST FLOOR FLAT	197	SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED
	SECOND FLOOR AND THIRD FLOOR FLAT	197	SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED
	UNIT 3	SIGNAL HOUSE, 137A	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	UNIT 4	SIGNAL HOUSE, 137A	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	UNIT 5	SIGNAL HOUSE, 137A	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	FLAT 8	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	FLAT 9	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	FLAT 10	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	FLAT 1	199	SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED
	FIRST FLOOR FLAT	4	TRINITY STREET	LONDON	SE1 1DB
	FOURTH FLOOR	291-299	BOROUGH HIGH STREET	LONDON	SE1 1JG
	FLAT D3	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
	FLAT D4	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
	UNIT 1A	SIGNAL HOUSE, 137A	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	FLAT 6	199	SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED

PATEL DODHIA & CO.

UNITED VISUAL ARTISTS LTD
LEES ASSOCIATES LTD

BASEMENT AND GROUND FLOOR

FLAT E2	DAVID BOMBERG HOUSE, 282-302	4 TRINITY STREET	LONDON	SE1 1DB
UNIT B	127-129	BOROUGH HIGH STREET	LONDON	SE1 1JJ
UNIT C	127-129	GREAT SUFFOLK STREET	LONDON	SE1 1PP
FLAT 12		GREAT SUFFOLK STREET	LONDON	SE1 1PP
FLAT 1		202 GREAT SUFFOLK STREET	LONDON	SE1 1NY
FLAT 2		204 GREAT SUFFOLK STREET	LONDON	SE1 1NY
FLAT 100	REDMAN HOUSE	204 GREAT SUFFOLK STREET	LONDON	SE1 1NY
FLAT 101	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 92	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 93	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 94	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 96	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 97	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 98	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 99	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 62	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 7		202 GREAT SUFFOLK STREET	LONDON	SE1 1NY
FLAT 8		202 GREAT SUFFOLK STREET	LONDON	SE1 1NY
FLAT 9		202 GREAT SUFFOLK STREET	LONDON	SE1 1NY
FLAT 11		202 GREAT SUFFOLK STREET	LONDON	SE1 1NY
FLAT 2		18 TRINITY STREET	LONDON	SE1 1DB
FLAT 59	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 60	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 61	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 53	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
FLAT 56	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
FLAT 57	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
FLAT 58	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
FLAT 60	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
FLAT 61	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
FLAT 62	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
FLAT 63	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
FLAT 65	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
FLAT 66	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
FLAT 67	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
FLAT 68	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 69	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 71	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 73	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 74	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 75	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 77	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 78	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 79	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 81	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 82	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 84	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 85	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 87	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 88	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 89	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 91	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 4		18 TRINITY STREET	LONDON	SE1 1DB
FLAT 7	WINCHESTER HOUSE, 201	SOUTHWARK BRIDGE ROAD	LONDON	SE1 0DT
FLAT 8	WINCHESTER HOUSE, 201	SOUTHWARK BRIDGE ROAD	LONDON	SE1 0DT
FLAT 63	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 64	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 65	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 67	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 13		202 GREAT SUFFOLK STREET	LONDON	SE1 1NY
FLAT 1	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
FLAT 13	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH
FLAT 38	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
FLAT 40	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
FLAT 41	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
FLAT 42	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
FLAT 43	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
FLAT 45	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
FLAT 46	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
FLAT 3		305 BOROUGH HIGH STREET	LONDON	SE1 1JH
FLAT A5B	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
FLAT A6A	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
FLAT A6B	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
FLAT B2B	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
FLAT B3A	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
FLAT B4A	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ
FLAT B4B	DAVID BOMBERG HOUSE, 282-302	BOROUGH HIGH STREET	LONDON	SE1 1JJ

LEE FITZGERALD ARCHITECTS LTD

BASEMENT AND GROUND FLOOR

FLAT 105	REDMAN HOUSE	199 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED
FLAT 106	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 107	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 108	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 110	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 53	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 54	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 55	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 57	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 58	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
FLAT 14	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH
FLAT 15	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH
FLAT 2	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH
FLAT 13	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
FLAT 15	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
FLAT 16	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
FLAT 17	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
FLAT 3	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH
FLAT 5	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH
FLAT 6	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH
FLAT 8	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH
FLAT 9	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH

	FLAT 68	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
	FLAT 69	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
	FLAT 70	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
	FLAT 7	ST MICHAELS COURT, 3	HULME PLACE	LONDON	SE1 1HY
	FLAT 9	ST MICHAELS COURT, 3	HULME PLACE	LONDON	SE1 1HY
	FLAT 12	ST MICHAELS COURT, 3	HULME PLACE	LONDON	SE1 1HY
	FLAT 72	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
	FLAT 1	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH
	FLAT 10	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH
	FLAT 20	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 21	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 22	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 24	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 25	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 27	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 11	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 12	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 13	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 15	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 16	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 17	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 18	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 2	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 29	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 3	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 30	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 31	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 4	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 5	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 6	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 8	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 9	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1NZ
	FLAT 33	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
	FLAT 34	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
	FLAT 36	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
	FLAT 37	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
ATELIER KONINCK QBFZ LTD	FLAT 1		305 BOROUGH HIGH STREET	LONDON	SE1 1JH
	UNIT 8	SUFFOLK HOUSE, 127-129	GREAT SUFFOLK STREET	LONDON	SE1 1PP
	FLAT 1	ST MICHAELS COURT, 3	HULME PLACE	LONDON	SE1 1HY
	FLAT 6	ST MICHAELS COURT, 3	HULME PLACE	LONDON	SE1 1HY
ABERDEEN SEA PRODUCTS LTD	FLAT 72	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
	UNIT 2	SUFFOLK HOUSE, 127-129	GREAT SUFFOLK STREET	LONDON	SE1 1PP
	FLAT 104	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
	FLAT 103	REDMAN HOUSE	LANT STREET	LONDON	SE1 1QW
	FLAT 50	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
	FLAT 51	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
	FLAT 52	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
	FLAT 47	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
	FLAT 48	COLLINSON COURT	GREAT SUFFOLK STREET	LONDON	SE1 1PA
	FLAT 3		202 GREAT SUFFOLK STREET	LONDON	SE1 1NY
	FLAT 4		202 GREAT SUFFOLK STREET	LONDON	SE1 1NY
	FLAT 6		202 GREAT SUFFOLK STREET	LONDON	SE1 1NY
	FLAT 2		202 GREAT SUFFOLK STREET	LONDON	SE1 1NY
	FLAT 1	WINCHESTER HOUSE, 201	SOUTHWARK BRIDGE ROAD	LONDON	SE1 0DT
	FLAT 2	WINCHESTER HOUSE, 201	SOUTHWARK BRIDGE ROAD	LONDON	SE1 0DT
	FLAT 3	WINCHESTER HOUSE, 201	SOUTHWARK BRIDGE ROAD	LONDON	SE1 0DT
	FLAT 5	WINCHESTER HOUSE, 201	SOUTHWARK BRIDGE ROAD	LONDON	SE1 0DT
	FLAT 6	WINCHESTER HOUSE, 201	SOUTHWARK BRIDGE ROAD	LONDON	SE1 0DT
RED LETTER DESIGN	THIRD FLOOR	133-135	GREAT SUFFOLK STREET	LONDON	SE1 1PP
	FLAT 4	ST MICHAELS COURT, 3	HULME PLACE	LONDON	SE1 1HY
	FLAT 2		6 TRINITY STREET	LONDON	SE1 1DB
WILLIAM HILL	GROUND FLOOR	293-295	BOROUGH HIGH STREET	LONDON	SE1 1JG
DR FARYDON MIRZAI	BASEMENT AND GROUND FLOOR	305-307	BOROUGH HIGH STREET	LONDON	SE1 1JH
	FLAT 3		6 TRINITY STREET	LONDON	SE1 1DB
	FLAT 5	ST MICHAELS COURT, 3	HULME PLACE	LONDON	SE1 1HY
	FLAT 1		6 TRINITY STREET	LONDON	SE1 1DB
	FLAT 10	ST MICHAELS COURT, 3	HULME PLACE	LONDON	SE1 1HY
THE CORPORATION OF TRINITY HOUSE	FIRST FLOOR AND SECOND FLOOR	14-16	TRINITY STREET	LONDON	SE1 1DB
	SECOND FLOOR FLAT		8 TRINITY STREET	LONDON	SE1 1DB
	FLAT 2	ST MICHAELS COURT, 3	HULME PLACE	LONDON	SE1 1HY
MERCATOR LONDON LTD IN LIQUIDATION	UNIT 5	127-129	GREAT SUFFOLK STREET	LONDON	SE1 1PP
MERCATOR LONDON LTD	UNIT 6	127-129	GREAT SUFFOLK STREET	LONDON	SE1 1PP
ARC ELECTRICAL	UNIT 9	127-129	GREAT SUFFOLK STREET	LONDON	SE1 1PP
	FLAT A		307 BOROUGH HIGH STREET	LONDON	SE1 1JH
	LIVING ACCOMMODATION	RUSE, 280	BOROUGH HIGH STREET	LONDON	SE1 1JS
	FLAT 11	SIGNAL HOUSE, 137	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	UNIT 1B	SIGNAL HOUSE, 137A	GREAT SUFFOLK STREET	LONDON	SE1 1PZ
	FLAT D		307 BOROUGH HIGH STREET	LONDON	SE1 1JH
			156 GREAT SUFFOLK STREET	LONDON	SE1 1PE
			282 BOROUGH HIGH STREET	LONDON	SE1 1JJ
			304 BOROUGH HIGH STREET	LONDON	SE1 1JJ