

London Borough of Southwark



Quietway Cycling Proposals

Site L –Great Suffolk Street / Southwark Bridge Road Junction

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 L at the Great Suffolk Street / Southwark Bridge Road junction. 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 Ward) in the north of the borough. See figure 1 below.

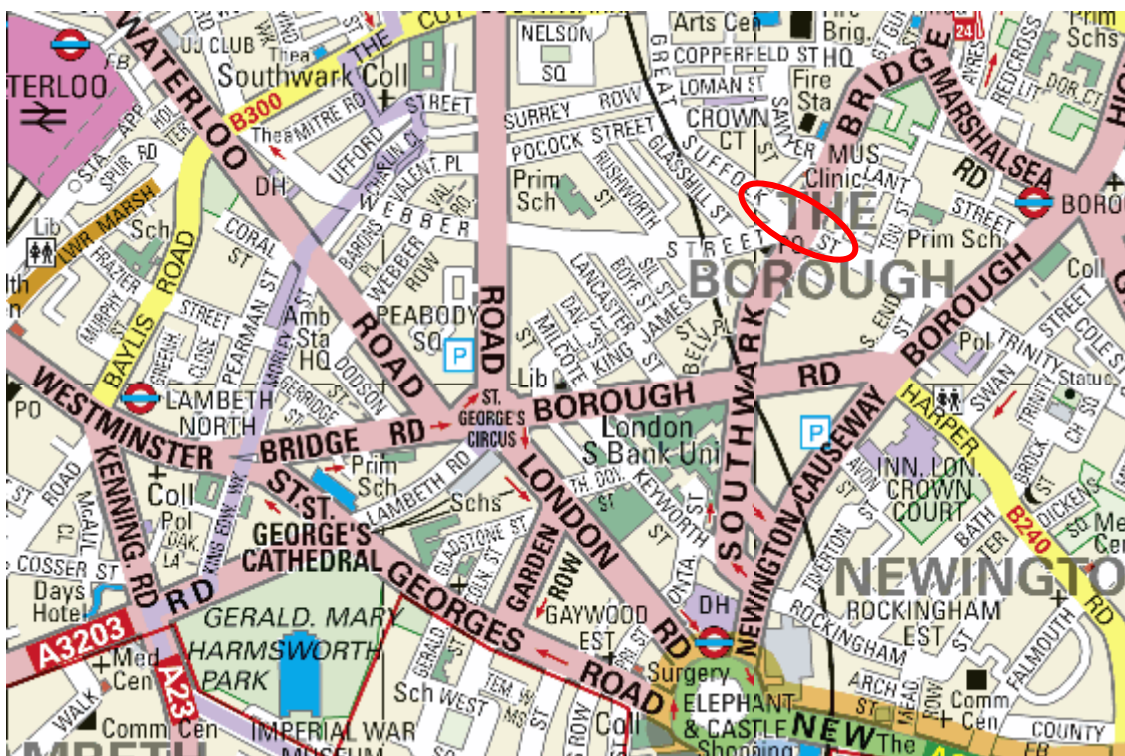


Figure 1: Location of proposed scheme

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.

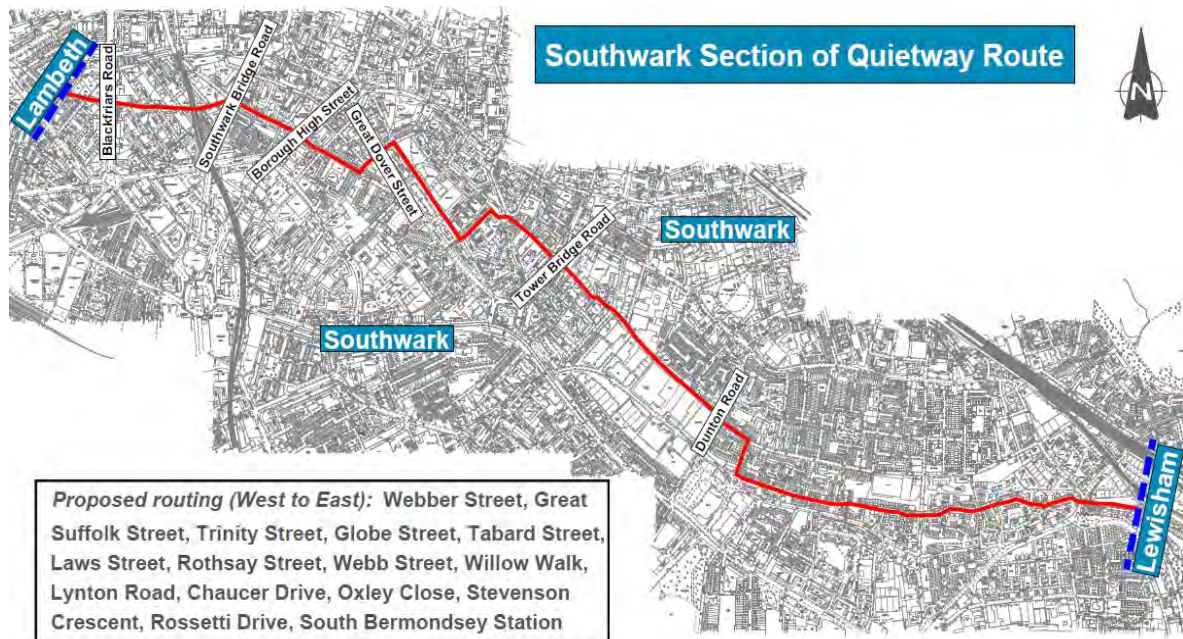


Figure 2: Southwark's section of Quietway Route

- 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 L:
- Subject to approval from the DfT and other governing bodies, the Great Suffolk Street arms of the Southwark Bridge Road junction will have an early start cycle pre-signal so cyclists can traverse the junction and undertake turning movements before general traffic.
 - Existing raised carriageway table on Great Suffolk Street on the eastern side of the junction is to be extended to provide a cycle waiting area, ahead of general traffic at the signals.

- The western arm of the junction will have semi segregated cycle lane so that cyclists can have unobstructed access to the waiting areas on approach to Southwark Bridge Road.
- Keep Clear marking proposed on Great Suffolk Street adjacent to Webber Street to allow cyclists exiting Webber Street to access the cycle lane and advanced waiting area on approach to Southwark Bridge Road.
- The carriageway of Webber Street is to be resurfaced and existing sets of speed cushions to be replaced with sinusoidal humps to improve the ride quality for cyclists.

(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 Southwark Bridge Road / Great Suffolk Street junction, 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 343 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 38 responses were received during the consultation period (26 returned questionnaires and 12 online responses), equating to a 11% 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	36	2
Total	95%	5%

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	27	11	0
Total	71%	29%	%

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 71% 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 (71%) indicated support for the proposed measures, and discussed that the junction improvements will be a big benefit to cyclists and the plans at the Southwark Bridge Road / Great Suffolk Street junction are well thought out.

2.3.3 A number of respondents commented that the improvements were good and will make the environment safer for cyclists and make it easier to exit Webber Street.

2.3.4 A comment from a local business highlighted that over half their staff cycle to work and the proposed improvements are very much appreciated.

2.3.5 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.

2.3.6 A respondent commented that the early start pre-signal sequence at the traffic lights is a good idea and will help reduce left turn conflict with cars.

2.3.7 A comment was received stating that the proposed semi segregated cycle lane on the western side of Great Suffolk Street won't work as there is not enough carriageway width. *

* In response, traffic movements have been modelled at the junction to ensure that turning manoeuvres can take place without conflict. In order to create enough carriageway width to accommodate the semi-segregated cycle lane, the southern kerblines of Great Suffolk Street between Southwark Bridge Road and Webber Street is being cut back. This kerblines alteration can take place without compromising footway width for pedestrians or result in extensive changes to the existing layout of the adjacent public space.

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. Armadillo lane delineators are also low cost and can be easily removed with minimal effort if they are deemed to be ineffectual.

- 2.3.8 A suggestion was made to divert more traffic away from the junction, particularly Webber Street and the western arm of Great Suffolk Street, as there are always accidents here and conflict with large vehicles. *

* In response, whilst closing or diverting traffic from Great Suffolk Street and Webber Street would potentially 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 it is noted that Great Suffolk Street and Webber Street have low traffic volumes and speeds and therefore the risk of conflict with cyclists is minimal. 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.

- 2.3.9 A request was made for more speed controls (speed bumps) in Sturge Street, as vehicles travel fast along there on approach to Great Suffolk Street making this junction dangerous to cross. *

* In response, Sturge Street is not located on the Quietway route and therefore Quietway funding can not be utilised to introduce traffic calming measures for this road. If there is a speeding issue in Sturge Street and local support for the introduction of traffic calming, a deputation can be made to the local Community Council forum in order for formal discussion and investigation to take place to see if it is feasible to make changes to the highway layout to curtail traffic speeds.

- 2.3.10 A request was made to improve the existing zebra crossing on Southwark Bridge Road adjacent to Lant Street, as so many motorists and cyclists do not observe this crossing and stop for pedestrians. *

* In response, whilst this zebra crossing is located on the Cycle Super Highway Network, this location falls outside the scope of the Quietway route proposals. Therefore upgrading the zebra crossing on Southwark Bridge Road adjacent to Lant Street is unable to be considered as part of the current proposals. However the existing Cycle Super Highway is currently being reviewed by Transport for London and the issues raised by the respondent will be disseminated to the project review team for them to investigate the issue further.

2.3.11 A request was made for more cycle parking at the shops (eastern side of the junction) to improve potential trade. *

* In response, the council will be identifying suitable locations along the Quietway Route to install new cycle parking provision. There are a number of potential sites in Great Suffolk Street that have been identified, adjacent to the shopping parade on the eastern arm of the junction. In accordance with numerous studies concluding that cyclists spend on average 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

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

A number of objections were received stating the proposals will not prevent cyclists taking a shortcut over the pavement to access Webber Street. *

* In response, cyclists recognise the safest route for cyclists to cross the junction is to use the existing pelican crossing and traverse across the public square to access Webber Street, which potentially results in conflict with pedestrians using this space. This practice is currently illegal and is not to be encouraged.

The proposed measures at the Southwark Bridge Road / Great Suffolk Street junction will improve safety and accessibility for cyclists. The advanced cycle waiting areas, cycle pre-signal priority and semi-segregated cycle lane on the western arm of Great Suffolk Street will make the junction considerably more cycle friendly, minimising existing left hook risks from motor vehicles and allowing cyclists to take a priority position in front of motor traffic on both arms of Great Suffolk Street.

In addition, the keep clear marking adjacent to the exit lane from Webber Street will ensure that cyclists can safely access the semi-segregated cycle lane leading to the advanced cycle waiting area.

The above measures will significantly reduce the risk of cyclists continuing to traverse across the signalised pedestrian crossing and public square and should give cyclists more confidence when crossing the junction.

A number of respondents objected on the grounds of parking loss being unacceptable and introduction of double yellow lines*

* In response, there is no parking loss associated with these proposals and all existing short stay and permit holder bays in Great Suffolk Street are to be retained. Additional kerbside parking controls are only proposed adjacent to the junction or pedestrian crossing points to improve safety and ensure sightlines are maintained. Vehicles should not be parked within 10m of a road junction due to the adverse effect on sightlines and constraints on carriageway width. Therefore the availability of kerbside parking for local residents and businesses is not compromised as part of these proposals.

A respondent objected on the grounds that it will be impossible for vehicle to pick up and drop off on the kerb outside no. 118 Southwark Bridge Road. The proposals to introduce the semi-segregated cycle lane will turn this building into an island. *

* In response, apart from the proposed section of double yellow line parking controls extending 10m from the pedestrian crossing location on the northern side of Southwark Bridge Road, there is an existing single yellow line retained for the majority of the frontage adjacent to no. 118 Southwark Bridge Road. The single yellow line parking restriction allows for loading activity to service this building.

Double yellow line parking restrictions are required within the proposed semi-segregated cycle lane to ensure it is free from obstruction. This area would be inappropriate for loading due to its proximity to the signal junction and being opposite the Webber Street junction. Vehicles parked on this kerbline would block forward sightlines of approaching traffic to the primary signal heads, forcing vehicles onto the opposing carriageway on approach to the junction and would obstruct vehicles turning out of Webber Street into Great Suffolk Street.

A respondent objected stating that there were enough measures already for cyclists, cycle usage in this area is low and they make crossing the road hazardous. *

* In response, the majority of collisions involving cycles take place at signalled junctions. Therefore it essential that safety improvements and new technology is introduced to not only reduce the number and severity of accidents, but encourage more people to cycle as a primary mode of transport.

Recent cycle counts along Great Suffolk Street have shown that over 200 cycles traverse this section of the Quietway route every hour in peak morning and afternoon periods. These numbers are expected to rise year on year as cycling levels in the borough increase and significant improvements take place to safety and accessibility for cyclists.

There is no evidence to suggest that cyclists pose a safety risk for pedestrians crossing the carriageway. Cyclists are subject to the same traffic regulations that motor vehicles adhere to on the carriageway. The Great Suffolk Street / Southwark Bridge Road junction is fully signalised with an 'all green' pedestrian phase so there is minimal risk of conflict between pedestrians and other road users.

A number of respondents objected highlighting that the work is a waste of time and money and the reality is that London is not designed for cycling. *

* In response, 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.

The road network in London has been previously developed around the movement of goods and services. However with cycling numbers increasing throughout London, improvements to cycling infrastructure, dangerous junctions and reallocation of road space needs to take place not only to improve cycling safety but also embrace a change in attitude and culture to cycling being a viable and suitable mode of transport available to people of all abilities; and the introduction of Quietway routes is an integral part of this initiative and

A number of objections were received stating that cyclists currently bypass the traffic lights by using the pavement and pedestrian crossing resulting in collisions and near misses with pedestrians. *

* In response, as outlined above, the proposed improvements to the Great Suffolk Street / Southwark Bridge Road junction will significantly reduce the likelihood that cyclists will use the signalised pedestrian crossing and traverse across the public square to bypass the junction. The proposed cycle access and priority improvements will significantly reduce existing conflict risk at the junction between cyclists and other road users.

A number of objections highlighted that Great Suffolk Street and Webber Street have too much through traffic and are too busy to be a Quietway route. Either provide full segregation or prevent through traffic with modal filtering. *

* In response, segregation is not required along the Quietway routes and is not justified in Great Suffolk Street or Webber Street due there being low traffic volumes and vehicle speeds, which are controlled using 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.

The traffic volumes using Great Suffolk Street and Webber are low compared to other roads in the area, which was demonstrated by traffic counts in morning and afternoon peak periods. 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 Southwark Bridge Road junction. 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. The measures adjacent to Webber Street will also benefit cycle access and to ensure that they can safely access the advanced cycle waiting area on the eastbound approach of the Great Suffolk Street / Southwark Bridge Road junction.

As discussed previously, whilst closing Great Suffolk Street or Webber 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, traffic volumes and speeds are low and the risk of conflict with cyclists is minimal and therefore closing the roads would not be justified. Such a proposal would also potentially lead to objections from local traders and residents who would highlight that preventing through traffic would have a substantial impact on their trade and access to their properties.

2.3.9 18% 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:

- 71% of respondents support the introduction of the Quietway cycle route proposals for Site L;
- 29% of respondents are opposed to the proposals.

2.5 Statutory Consultee Replies

2.5.1 Five statutory consultees provided a reply to the consultation.

- a) **Southwark Living Streets** replied indicating strong support for the scheme and stated that the Southwark Bridge Road / Great Suffolk Street junction improvements were excellent and keep clear marking at Webber Street was a good idea to help cyclists emerge from Webber Street.
- b) **Lambeth Cyclists** replied in support of the scheme and that the final design ensures the 'elephant footprint' markings across Southwark Bridge Road line up with the centre of the lanes and not the nearside kerbs of the junction. This will further reduce left hook risk.

* In response, the consultation drawings is only indicative and as part of the scheme detailed design process, the markings will be placed appropriately in the carriageway to maximise the safety benefit for cyclists using this junction.

- c) **Southwark Cyclists** replied indicating support for the scheme and provided detailed results of their junction analysis that concluded that there were no major risks to cyclists at the junction and that the proposed measures will improve the existing situation. A suggestion was made to ban the left turn at the junction from the western arm into Great Suffolk Street into Southwark Bridge Road, as this would totally remove the risk of left hook collisions. *

* In response, due to the measures proposed, including an early start cycle phase and semi-segregated access lane leading to the larger advanced cycle waiting area, the risk of left hook conflict between cyclists and motor vehicles is significantly reduced. Banning the left turn here would require a separate consultation and further area wide analysis to ascertain the potential displacement of traffic onto neighbouring roads. As part of the post implementation monitoring of the scheme, the operation of the junction will be closely analysed to ensure that the left turn collision risk to cyclists has been mitigated through the introduction of the measures outlined above.

- d) **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.

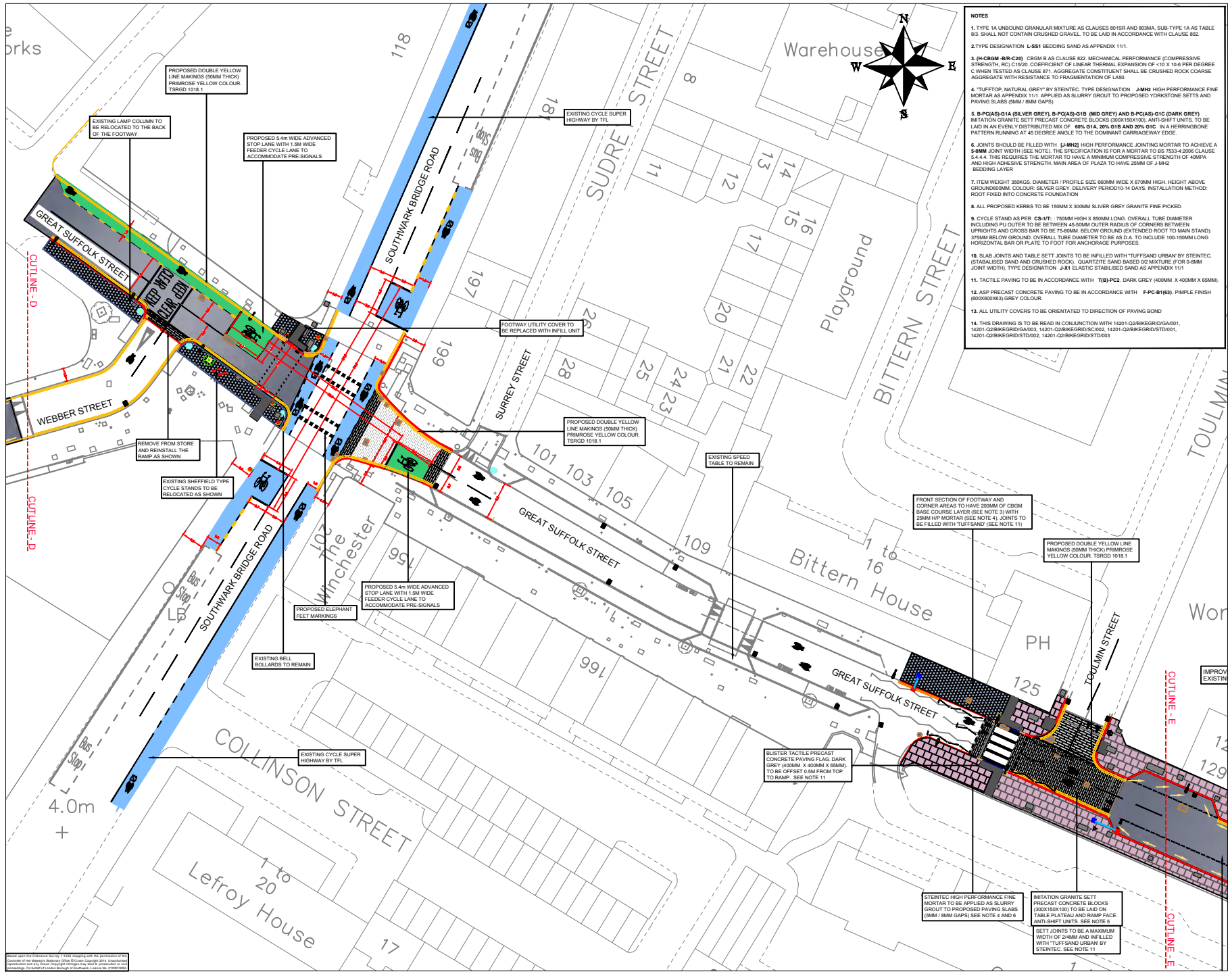
3.0 Recommendations

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



- NOTES**
1. TYPE 1A UNBOUND GRANULAR MIXTURE AS CLAUSES B01SR AND B03MA, SUB-TYPE 1A AS TABLE B.3. SHALL NOT CONTAIN CRUSHED GRAVEL. TO Laid IN ACCORDANCE WITH CLAUSE B02.
 2. TYPE DESIGNATION L-S81 BEDDING SAND AS APPENDIX 11/1.
 3. (H-CBGM-BR-C20) CBGM AS CLAUSE B2. MECHANICAL PERFORMANCE (COMPRESSIVE STRENGTH), RC11620. COEFFICIENT OF LINEAR THERMAL EXPANSION OF +10 X 10⁻⁶ PER DEGREE C WHEN TESTED AS CLAUSE B71. AGGREGATE CONSTITUENT SHALL BE CRUSHED ROCK COMPOSE AGGREGATE WITH RESISTANCE TO FRAGMENTATION OF L450.
 4. "TUFTOP", NATURAL GREY" BY STEINTEC. TYPE DESIGNATION J-MH2 HIGH PERFORMANCE FINE MORTAR AS APPENDIX 11/1. APPLIED AS SLURRY GROUT TO PROPOSED YORKSTONE SETTS AND PAVING SLABS (6MM / 8MM GAPS).
 5. (B-PCAS-G1A (SILVER GREY), B-PCAS-G1B (MID GREY) AND B-PCAS-G1C (DARK GREY)) IMITATION GRANITE SETT PRECAST CONCRETE BLOCKS (300X100X100). ANTI-SHIFT UNITS TO BE Laid 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 5.0MM JOINT WIDTH (SEE NOTE). THE SPECIFICATION IS FOR A MORTAR TO BS 7533-3:2006 CLAUSE 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 LAYERS.
 7. ITEM WEIGHT 300KGS, DIAMETER / PROFILE SIZE 600MM WIDE X 270MM HIGH, HEIGHT ABOVE GROUND/900MM. COLOUR: SILVER GREY, DELIVERY PER/610/10-14 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-1/7: 750MM HIGH X 500MM 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 "TUFSAND URBAN" BY STEINTEC (STABILISED SAND AND CRUSHED ROCK, QUARTZITE SAND BASED 0/2 MIXTURE) FOR 0-8MM JOINT WIDTH). TYPE DESIGNATION J-X1 ELASTIC STABILISED SAND AS APPENDIX 11/1.
 11. TACTILE PAVING TO BE IN ACCORDANCE WITH (T)B-PC2, DARK GREY (400MM X 400MM X 65MM).
 12. ASP PRECAST CONCRETE PAVING TO BE IN ACCORDANCE WITH F-PC-B1(63), PIMPLE FINISH (600X900/603), GREY COLOUR.
 13. ALL UTILITY COVERS TO BE ORIENTED TO DIRECTION OF PAVING BOND.
 14. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH 14201-G2/BIKE/GRD/ST/001; 14201-G2/BIKE/GRD/ST/002; 14201-G2/BIKE/GRD/ST/003; 14201-G2/BIKE/GRD/ST/004; 14201-G2/BIKE/GRD/ST/005.

LEGEND / NOTES.

KEY:

- CARRIAGEWAY RECONSTRUCTION, 40mm THICK TS25 B110 P19.68 Laid ON 50MM THICK SAND. 15% BITUM 3000 des WITH 2 TO CLAST OR CARRIAGEWAY REPAIR CONSTRUCTION.
- FOOTWAY RECONSTRUCTION, PROVIDE AND LAY PCC PAVING FLAG 400 X 400 X 60MM FOR FOOTWAY CONSTRUCTION Laid ON 200MM THICK TYPE 1 SUBBASE AND THICK LOW FINES BEDDING SAND.
- RAISED FEATURES, PROVIDE AND LAY ANTI-SHIFT PC BLOCKS 300 X 150 X 70MM FOR RAISE TABLE CONSTRUCTION Laid ON 350MM THICK CBGM-C20 AND 30mm THICK LOW FINES BEDDING SAND.
- BLISTER PAVING, PROVIDE AND LAY PCC BLISTER TACTILE PAVERS 400 X 400 X 70MM (REF: TBL-IN/VT/1) ON SPECIFIED FOOTWAY CONSTRUCTION Laid ON 200MM THICK CBGM-C20 SUBBASE AND 30mm THICK "TUFFED" LAYING MORTAR BY STEINTEC.
- TUFFED LAYING, SECTION OF FOOTWAY TO BE Laid ON 200MM THICK CBGM-C20 SUBBASE AND 30mm THICK "TUFFED" LAYING MORTAR BY STEINTEC.
- CYCLE LANE, PROPOSED CYCLE LANE / ADVANCED STOP LANE (GREEN COLOUR) FOR INDICATIVE PURPOSE ONLY.
- EXISTING CYCLE SUPER HIGHWAY BY TRANSPORT FOR LONDON.
- ROADWORK, EXISTING IRONWORK COVER AND FRAME TO BE RELOCATED 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) Laid WITH 100MM UPSTAND ON ST4 INCLUDING FRONT KERB HAUNCHING TO BE 100MM BELOW CARRIAGEWAY). REFER TO DRAWING LBS/C/10 KERBS AND EDGE RESTRAINT FOUNDATION DETAIL TYPE T1 (SHEET 1 OF 4) TYPE R + TYPE T1 (SHEET 2 OF 4) FOR FURTHER DETAILS.
- STANDARD GRANITE KERBS FINISHED, INSTALL NEW STANDARD GRANITE KERBS (150MM X 300MM) Laid FINISHED ON ST4 INCLUDING FRONT KERB HAUNCHING TO BE 100MM BELOW CARRIAGEWAY). REFER TO DRAWING LBS/C/10 KERBS AND EDGE RESTRAINT FOUNDATION DETAIL TYPE T1 (SHEET 1 OF 4) TYPE R + TYPE T1 (SHEET 2 OF 4) FOR FURTHER DETAILS.
- STANDARD GRANITE TO TRANSITION KERBS, NEW STRAIGHT KERB TYPE T1 (SHEET 1 OF 4) FOR FURTHER DETAILS.
- REFER TO DRAWING LBS/C/10 KERBS AND EDGE RESTRAINT FOUNDATION DETAIL TYPE T1 (SHEET 1 OF 4) TYPE R + TYPE T1 (SHEET 2 OF 4) FOR FURTHER DETAILS.
- NEW WHITE LINE ROAD MARKING.
- NEW YELLOW LINE ROAD MARKING.
- RED ROAD MARKINGS TO BE REINSTALLED.
- NEW CRAIN PIPE, PROVIDE AND INSTALL SURFACE WATER DRAIN PIPE GROUP P150mm INTERNAL DIAMETER DEPTH OF INVERT=200; AVERAGE DEPTH OF 700MM ON BED TYPE Z.
- NEW GULLY, PROVIDE AND INSTALL PRECAST CONCRETE TRAPPED GULLY WITH TYPE D COVER, GULLY DEPTH $+100mm$ 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 SHEFFIELD CYCLE STANDS.
- NEW TREE PIT CONSTRUCTION (REFER TO STANDARD DRAWING DETAILS NO 14201-G2/BIKE/GRD/ST/001).
- PROPOSED LONGITUDINAL FALL ON CARRIAGEWAY.
- EXISTING BELL BOLLARDS TO BE RELOCATED AS SHOWN IN THE DRAWING.
- NEW FOOTWAY CONSTRUCTION, INSTALL NEW 600X600, 75MM THICK PCC CONCRETE PAVING FLAGS FOR FOOTWAY CONSTRUCTION Laid ON 200MM THICK TYPE 1 SUBBASE AND THICK LOW FINES BEDDING SAND.
- PROPOSED LOCATION FOR THE SIGN POSTS.
- FULL CARRIAGEWAY CONSTRUCTION, 40mm THICK TS25 B110 P19.68 Laid ON 50MM THICK SAND. 15% BITUM 3000 des WITH 2 TO CLAST OVER 100MM THICKNESS OF B1E EMER BINDER COURSE (AC 20 EME2 BIN 1502 DES) AS APPENDIX 11 TO BE Laid ON BASE, 200MM THICK CBGM-B (H-CBGM-BR-C20) AS CLAUSE B22. MECHANICAL PERFORMANCE (COMPRESSIVE STRENGTH) RC11620.

Revision	Date	Amendment	Drawn	Design	Checked	Approved

PUBLIC REALM PROJECTS TEAM 160 TOOLEY STREET SE1P 5LX

Project: CENTRAL LONDON BIKE GRID Q2 - BLUE ROUTE

Title: GENERAL ARRANGEMENT SECTION - 5 GREAT SUFFOLK STREET JUNCTION

Contract No. HW2013 NEC3

Scale	Purpose	Drawn	CHK
1 : 250 @ A1	CONSTRUCTION		

Drawing No. 14201-CENTRAL GRID/GA/005

Issue No. 1

Date Issued: JULY 2014

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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 L –Great Suffolk Street / Southwark Bridge Road Junction

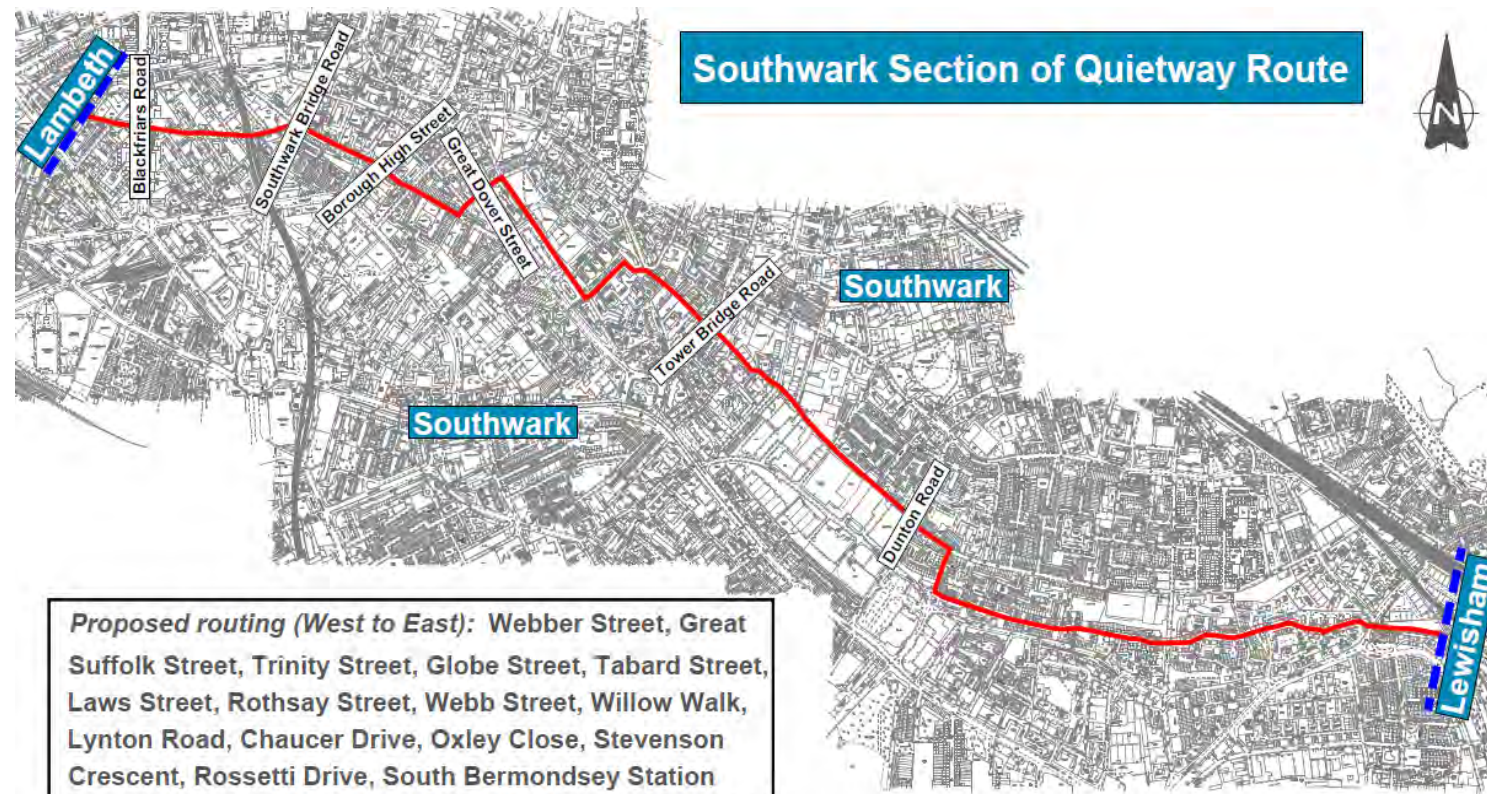
Cycle Priority Improvements

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

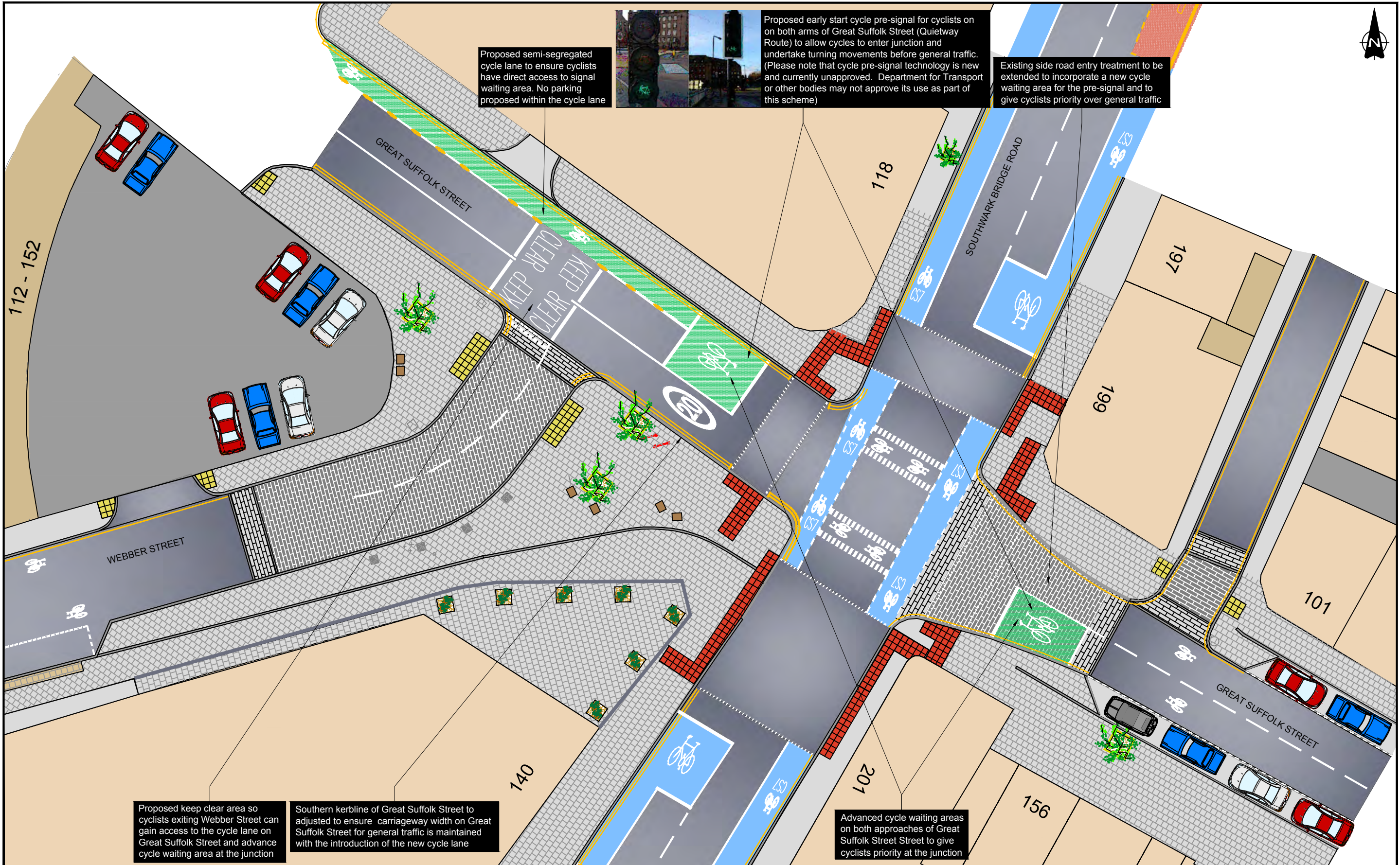
Southwark Council is holding a consultation to receive residents' and key stakeholders' comments regarding proposals relating to the borough's section of the Quietway (Greenwich to Waterloo) cycle route. This site forms part of a series of improvements along the route within Southwark that starts from 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?

- Subject to approval from the DfT and other governing bodies, the Great Suffolk Street arms of the Southwark Bridge Road junction will have an early start cycle pre-signal so cyclists can traverse the junction and undertake turning movements before general traffic.
- Existing raised carriageway table on Great Suffolk Street on the eastern side of the junction is to be extended to provide a cycle waiting area, ahead of general traffic at the signals.
- The western arm of the junction will have semi segregated cycle lane so that cyclists can have unobstructed access to the waiting areas on approach to Southwark Bridge Road.
- Keep Clear marking proposed on Great Suffolk Street adjacent to Webber Street to allow cyclists exiting Webber Street to access the cycle lane and advanced waiting area on approach to Southwark Bridge Road.
- The carriageway of Webber Street is to be resurfaced and existing sets of speed cushions to be replaced with sinusoidal humps to improve the ride quality for cyclists.



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 both arms of 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

Proposed keep clear area so cyclists exiting Webber Street can gain access to the cycle lane on Great Suffolk Street and advance cycle waiting area at the junction

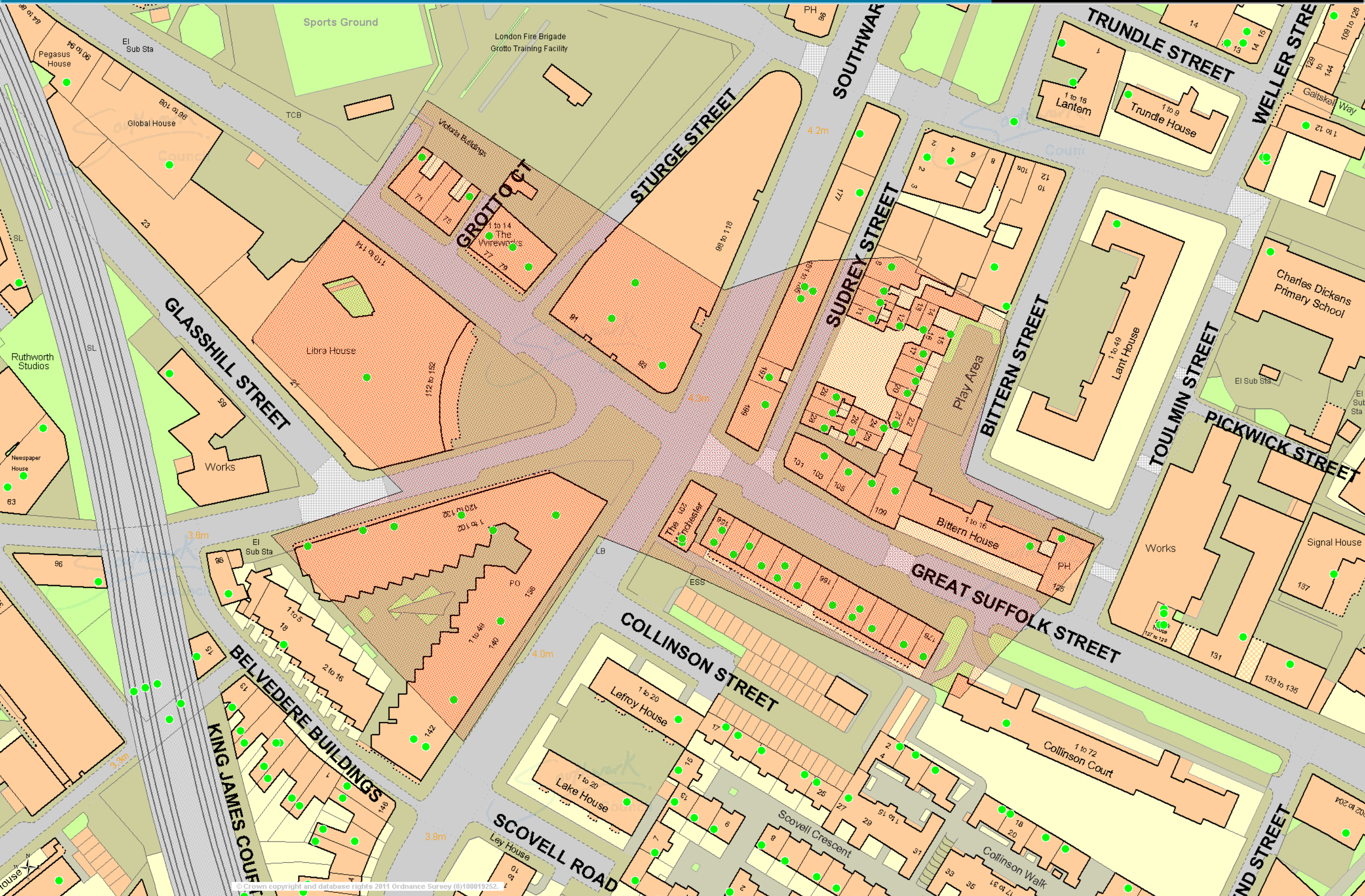
Southern kerbline of Great Suffolk Street to be adjusted to ensure carriageway width on Great Suffolk Street for general traffic is maintained with the introduction of the new cycle lane

Advanced cycle waiting areas on both approaches of Great Suffolk Street to give cyclists priority at the junction

Appendix C: Location Plan and Extents of Consultation

Quietway Site L - Consultation Area

Date 31/7/2014



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Appendix D: List of Addresses within Distribution Area

ORGANISATION	SAO	PAO	STREET	TOWN	POSTCODE
	FLAT 6		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 11		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 79		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 30		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 35		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 39		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 1		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 11	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH
	FLAT 21		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 95		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 100		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 5		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 10		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 26		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 16		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 20		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 25		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
JOHNSON KING LTD	FLAT 4	WINCHESTER HOUSE, 201	SOUTHWARK BRIDGE ROAD	LONDON	SE1 0DT
	UNIT 3		93 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 16		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT B	VICTORIA BUILDINGS	GREAT SUFFOLK STREET	LONDON	SE1 0BU
	FLAT B		183 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED
NIKI NEWS			107 GREAT SUFFOLK STREET	LONDON	SE1 1PQ
	FLAT 4		199 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED
	FLAT 5		199 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED
		12 WIREWORKS COURT, 79	GREAT SUFFOLK STREET	LONDON	SE1 0BU
	FLAT 65		130 WEBBER STREET	LONDON	SE1 0JP
			156 GREAT SUFFOLK STREET	LONDON	SE1 1PE
	FLAT 312		118 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0BQ
	FLAT 401		118 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0BQ
	FLAT 408		118 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0BQ
	FLAT 69		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 75		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 506		118 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0BQ
	FLAT 103		118 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0BQ
	FLAT 108		118 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0BQ
	FLAT 114		118 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0BQ
	FLAT 412		118 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0BQ
	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 508		118 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0BQ
	FLAT 216		118 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0BQ
	FLAT 306		118 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0BQ
	APARTMENT 1	EMILY COURT, 8	SUDREY STREET	LONDON	SE1 1PF
	FLAT 46		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 51		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 56		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 60		130 WEBBER STREET	LONDON	SE1 0JP
		7 WIREWORKS COURT, 79	GREAT SUFFOLK STREET	LONDON	SE1 0BU
	FLAT 2		199 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED
	LIVING ACCOMMODATION		125 GREAT SUFFOLK STREET	LONDON	SE1 1PQ
	FLAT 9	WINCHESTER HOUSE, 201	SOUTHWARK BRIDGE ROAD	LONDON	SE1 0DT
		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
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
		156B	GREAT SUFFOLK STREET	LONDON	SE1 1PE
		158B	GREAT SUFFOLK STREET	LONDON	SE1 1PE
			14 SUDREY STREET	LONDON	SE1 1PF
			125 GREAT SUFFOLK STREET	LONDON	SE1 1PQ
G WORRAL & SON LTD			174 GREAT SUFFOLK STREET	LONDON	SE1 1PE
THE SALON,			160 GREAT SUFFOLK STREET	LONDON	SE1 1PE
		156A	GREAT SUFFOLK STREET	LONDON	SE1 1PE
		172B	GREAT SUFFOLK STREET	LONDON	SE1 1PE
		176B	GREAT SUFFOLK STREET	LONDON	SE1 1PE
		162A	GREAT SUFFOLK STREET	LONDON	SE1 1PE
	FLAT 85		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 89		130 WEBBER STREET	LONDON	SE1 0JP
MACGREGOR JONES			83 GREAT SUFFOLK STREET	LONDON	SE1 0BU
			77 GREAT SUFFOLK STREET	LONDON	SE1 0BU
			10 SUDREY STREET	LONDON	SE1 1PF
			11 SUDREY STREET	LONDON	SE1 1PF
			12 SUDREY STREET	LONDON	SE1 1PF
		160A	GREAT SUFFOLK STREET	LONDON	SE1 1PE
		160B	GREAT SUFFOLK STREET	LONDON	SE1 1PE
			15 SUDREY STREET	LONDON	SE1 1PF
			18 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
			120 WEBBER STREET	LONDON	SE1 0QL
			122 WEBBER STREET	LONDON	SE1 0QL
			124 WEBBER STREET	LONDON	SE1 0QL
ROYAL NATIONAL LIFEBOAT INSTITUTION			136 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0DG
SUNSTAR GROUP LTD			138 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0DG
INTERACT			19 SUDREY STREET	LONDON	SE1 1PF
			21 SUDREY STREET	LONDON	SE1 1PF

	FLAT 83		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 84		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 411		118 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0BQ
	FLAT 1		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 2		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 3		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 4		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 68		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 71		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 72		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 73		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 44		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 45		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 28		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 29		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 31		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 32		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 33		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 34		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 36		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 101		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 102		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 25		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 40		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 41		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 42		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 43		130 WEBBER STREET	LONDON	SE1 0JN
SINCLAIR JOHNSTON & PARTNERS LTD	UNIT 4		93 GREAT SUFFOLK STREET	LONDON	SE1 0BX
HAT-TRICK DESIGN CONSULTANTS LTD	UNIT 5		93 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 80		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 81		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 82		130 WEBBER STREET	LONDON	SE1 0JP
	APARTMENT 2	EMILY COURT, 8	SUDREY STREET	LONDON	SE1 1PF
	APARTMENT 3	EMILY COURT, 8	SUDREY STREET	LONDON	SE1 1PF
	APARTMENT 4	EMILY COURT, 8	SUDREY STREET	LONDON	SE1 1PF
	FLAT 503		118 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0BQ
	FLAT 7	WINCHESTER HOUSE, 201	SOUTHWARK BRIDGE ROAD	LONDON	SE1 0DT
	FLAT 8	WINCHESTER HOUSE, 201	SOUTHWARK BRIDGE ROAD	LONDON	SE1 0DT
BOURNE BUSINESS CONSULTING LLP	UNIT 2		93 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 13	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH
		2 WIREWORKS COURT, 79	GREAT SUFFOLK STREET	LONDON	SE1 0BU
		3 WIREWORKS COURT, 79	GREAT SUFFOLK STREET	LONDON	SE1 0BU
	FLAT 24		130 WEBBER STREET	LONDON	SE1 0JN
	APARTMENT 5	EMILY COURT, 8	SUDREY STREET	LONDON	SE1 1PF
	FLAT 4		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 5		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 7		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 8		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 10		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 12		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 13		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 14		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 15		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 17		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 18		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 19		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 20		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 22		130 WEBBER STREET	LONDON	SE1 0JN
	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
	FLAT 47		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 48		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 49		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 50		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 52		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 53		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 54		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 55		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 57		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 58		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 59		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 61		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 62		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 63		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 64		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 66		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 67		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 1		199 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED
	FLAT 37		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 38		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 12		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 13		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 14		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 15		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 17		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 18		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 19		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 21		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 22		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 23		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 24		91 GREAT SUFFOLK STREET	LONDON	SE1 0BX
	FLAT 1	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH
	FLAT 10	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH
	FLAT 2		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 3		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT 94		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 96		130 WEBBER STREET	LONDON	SE1 0JP

	FLAT 97		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 98		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 99		130 WEBBER STREET	LONDON	SE1 0JP
	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
	FLAT I	VICTORIA BUILDINGS	GREAT SUFFOLK STREET	LONDON	SE1 0BU
	FLAT J	VICTORIA BUILDINGS	GREAT SUFFOLK STREET	LONDON	SE1 0BU
	FLAT K	VICTORIA BUILDINGS	GREAT SUFFOLK STREET	LONDON	SE1 0BU
	FLAT L	VICTORIA BUILDINGS	GREAT SUFFOLK STREET	LONDON	SE1 0BU
	FLAT A	VICTORIA BUILDINGS	GREAT SUFFOLK STREET	LONDON	SE1 0BU
	FLAT A		181 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED
	FLAT A		183 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED
	FLAT F	VICTORIA BUILDINGS	GREAT SUFFOLK STREET	LONDON	SE1 0BU
	FLAT B		181 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED
	FLAT C	VICTORIA BUILDINGS	GREAT SUFFOLK STREET	LONDON	SE1 0BU
	FLAT C		181 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED
	FLAT G	VICTORIA BUILDINGS	GREAT SUFFOLK STREET	LONDON	SE1 0BU
	FLAT E		181 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED
	FLAT D		181 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED
	FLAT 70		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT H	VICTORIA BUILDINGS	GREAT SUFFOLK STREET	LONDON	SE1 0BU
	FLAT		114 GREAT SUFFOLK STREET	LONDON	SE1 0NS
CORPORATION OF LONDON COMMUNITY SERVICES DEPARTMENT	REAR OF	156A-176B	GREAT SUFFOLK STREET	LONDON	SE1 1PE
	FLAT 9		130 WEBBER STREET	LONDON	SE1 0JN
	FLAT E	VICTORIA BUILDINGS	GREAT SUFFOLK STREET	LONDON	SE1 0BU
	FLAT 4	BITTERN HOUSE LANT ESTATE	BITTERN STREET	LONDON	SE1 1PH
	FLAT 3		199 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED
METROPOLITAN SUPPORT TRUST		181-195	SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED
	FLAT 405	10 WIREWORKS COURT, 79	GREAT SUFFOLK STREET	LONDON	SE1 0BU
	FLAT D		118 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0BQ
		VICTORIA BUILDINGS	GREAT SUFFOLK STREET	LONDON	SE1 0BU
		172A	24 SUDREY STREET	LONDON	SE1 1PF
			GREAT SUFFOLK STREET	LONDON	SE1 1PE
			20 SUDREY STREET	LONDON	SE1 1PF
			9 SUDREY STREET	LONDON	SE1 1PF
	FLAT C		183 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0ED
			132 WEBBER STREET	LONDON	SE1 0QL
			17 SUDREY STREET	LONDON	SE1 1PF
		170A	GREAT SUFFOLK STREET	LONDON	SE1 1PE
		176A	GREAT SUFFOLK STREET	LONDON	SE1 1PE
SMITH YEATMAN LTD			103 GREAT SUFFOLK STREET	LONDON	SE1 1PQ
TERRY CAFE			158 GREAT SUFFOLK STREET	LONDON	SE1 1PE
	FLAT 93		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 301		118 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0BQ
	FLAT 8		118 SOUTHWARK BRIDGE ROAD	LONDON	SE1 0BQ
	FLAT 74		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 78		130 WEBBER STREET	LONDON	SE1 0JP
	FLAT 23		130 WEBBER STREET	LONDON	SE1 0JN