

London Borough of Southwark



Quietway Cycling Proposals

Site M – Webber Street and Blackfriars Road Junction

Public Consultation Summary

September 2014

London Borough of Southwark

Site M - Quietway Cycling Proposals Webber Street and Blackfriars Road Junction

Public Consultation Summary

Contents

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

List of Figures

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

List of Tables

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

1.0 Introduction

1.1 Background

1.1.1 This document report has been produced by the London Borough of Southwark Public Realm Projects Group, to provide a summary of the consultation exercise for the Quietway Cycling Proposals for Site M on Webber Street and Blackfriars 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.

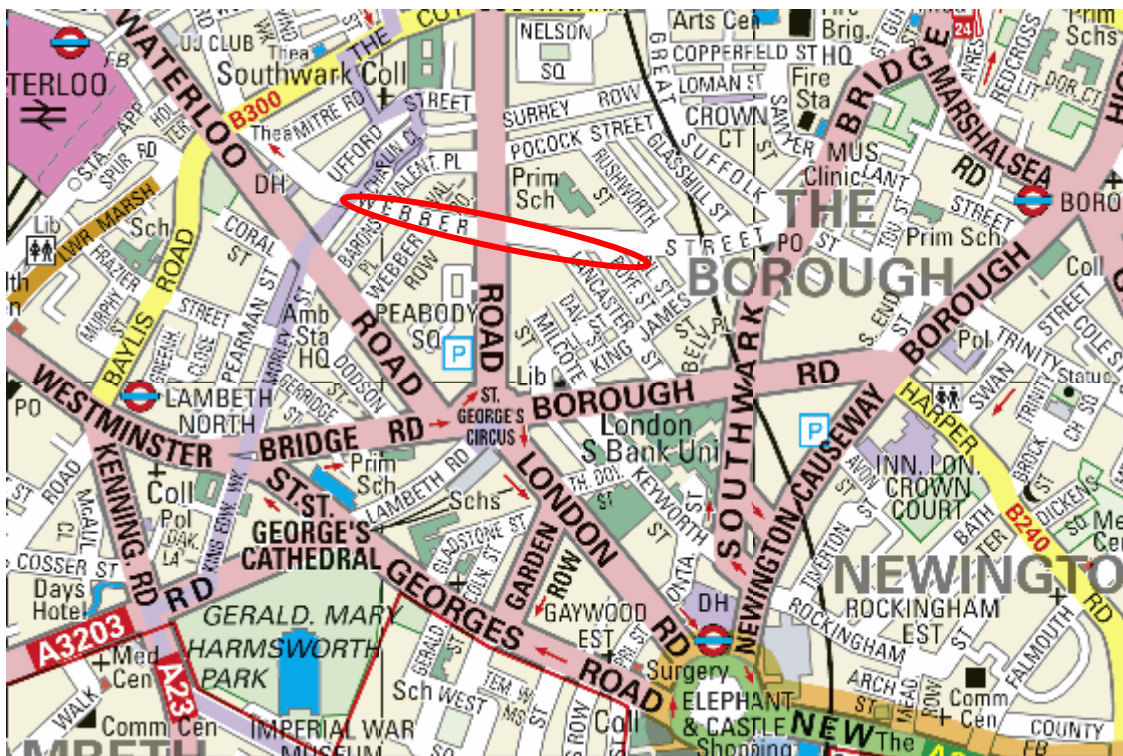


Figure 1: Location of proposed scheme

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.

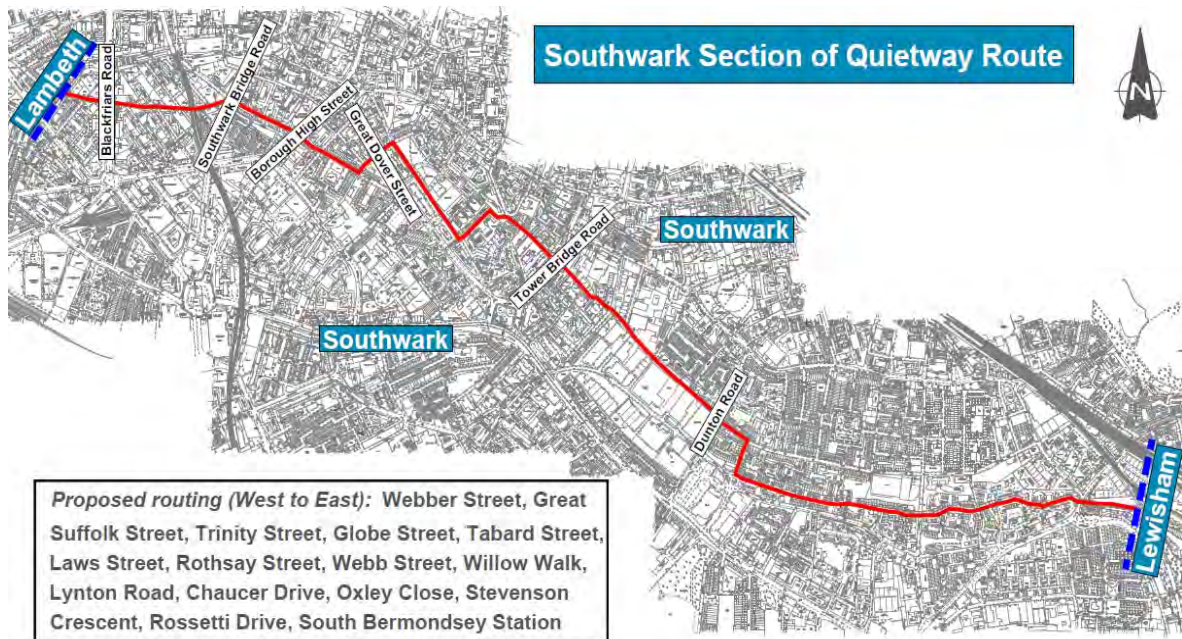


Figure 2: Southwark's section of Quietway Route

- 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 and enhance the streetscape for Site M:
- Subject to approval from the DfT and other governing bodies, the Webber Street arms of the Blackfriars Road junction will have an early start cycle pre-signal so cyclists can traverse the junction and undertake turning movements before general traffic. These measures will be implemented in conjunction with Transport for London's Blackfriars Road Cycle Super Highway and streetscape improvements works in Blackfriars Road that will be consulted upon separately.

- Both approaches of Webber Street will have semi segregated cycle lanes so that cyclists can have unobstructed access to the waiting areas on approach to Blackfriars Road.
- Improved advance cycle waiting areas to be provided on both approaches of Webber Street for cyclists to take position ahead to general traffic at the junction.
- Cycle waiting areas and cycle lanes on both approaches of Webber Street to be incorporated onto new raised carriageway tables to reduce traffic speeds and improve safety.
- 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.
- The streetscape of Webber Street to the west of Blackfriars Road up to the borough boundary with Lambeth will have significant improvements with footway buildouts, additional parking bays and tree planting. Existing carriageway tables at Webber Row and Gray Street will also be improved with new materials to enhance the streetscape.
- A new side road entry table with footway buildouts is proposed in Lancaster Street at the junction of Webber Street to improve pedestrian accessibility and reduce vehicle speeds.
- Existing raised carriageway table and zebra crossing between Silex Street and Boyfield Street to be extended to include Boyfield Street. The larger table will reduce traffic speeds and improve pedestrian accessibility.
- Proposed raised carriageway table in Silex Street at the junction with Webber Street to reduce traffic speeds and improve pedestrian accessibility (one parking space to be removed).

(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 Webber Street between Silex Street in the east and the borough boundary with Lambeth in the west, 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 866 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 52 responses were received during the consultation period (48 returned questionnaires and 4 online responses), equating to a 6% 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	49	3
Total	94%	6%

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	42	10	0
Total	81%	19%	0%

Table 2: Returned questionnaire results for question 2

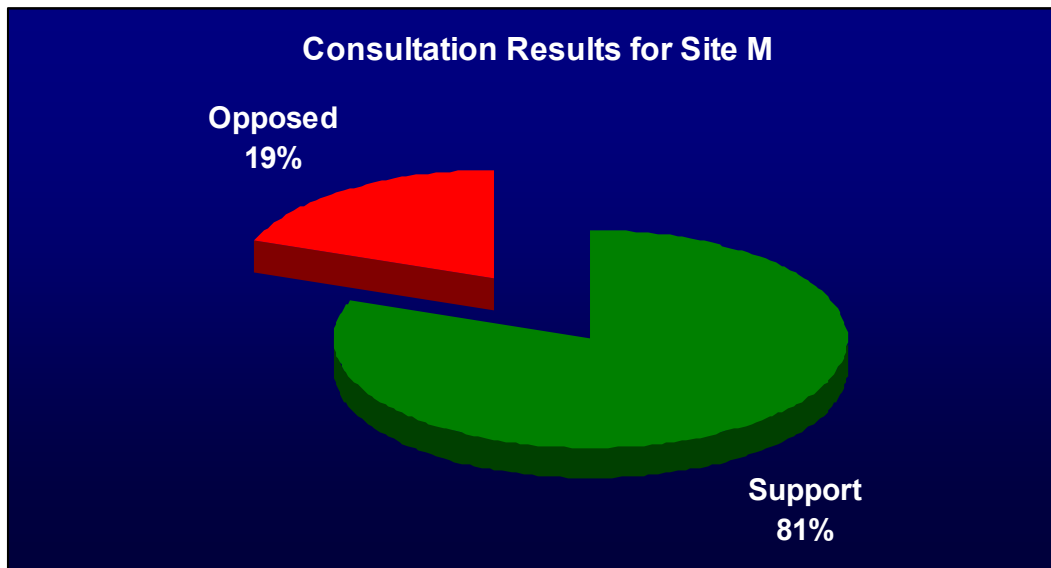


Figure 3: Graphical representation of consultation data for question 2

2.2.4 Table 2 and figure 2 indicate a majority of support for question 2, with 81% 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 (81%) indicated support for the proposed measures, discussed that the improvements are a great idea and many commented that the tree planting and new paving would really make Webber Street look good and can’t be implemented soon enough.

2.3.3 A number of respondents commented that they like the proposal to resurface Webber Street, as the surface is currently poor and bumpy.

- 2.3.4 A comment from a local business highlighted that the scheme would be very helpful for their staff the cycle to work.
- 2.3.5 A respondent commented that the plans will improve the local cycling route and help maintain a good flow of traffic.
- 2.3.6 A number of respondents commented that the early start pre-signal sequence at the traffic lights is a good idea that will improve safety for cyclists and will help reduce left turn conflict with cars.
- 2.3.7 A respondent commented that the improvements to the paving along Webber Street will be of great benefit to elderly residents in the area, as they are currently uneven and in some places dangerous.
- 2.3.8 A comment was received stating that if trees are to be planted, then appropriate maintenance is essential, as many of the trees planted in the area recently have died. *

* In response, all new trees will be planted in appropriately sized tree pits and the species will be carefully selected by the council's street tree team. All tree pits will have appropriate nutrient soil to ensure that the new trees can grow and flourish. The tree pits will also have root guards so that no damage will occur to surrounding footways as the trees mature. All trees planted in Webber Street will have a five year maintenance contract with a third party supplier who will be responsible for ensuring the trees receive enough water and nutrients to successfully establish themselves in the streetscape. Following the completion of this maintenance period, the care of the trees will revert back to the council's street care team.

- 2.3.9 A request was made to remove speed bumps as they are annoying for cyclists and cars alike. Cyclists prefer flat roads. *

* In response, although flat carriageway surfaces are ideal for cycling, it is essential to keep vehicle speeds low along Quietway routes to minimise the risk of conflict with cyclists and other road users. Whilst all streets in the area are 20mph, vertical deflection measures are effective to ensure motor vehicles comply with the speed limit. Removing these measures may result in increased vehicle speeds which would adversely affect the safety of vulnerable road users such as pedestrians and cyclists.

Where possible, existing sets of speed cushions are being replaced with sinusoidal road humps that can easily be traversed by cyclists and still effective in reducing motor vehicle speeds. This in conjunction with resurfacing the carriageway will provide much better ride quality for cyclists.

- 2.3.10 A respondent raised an issue that planning permission has been granted for the demolition of 27-31 Webber Street and to be aware that more HGV's will access the area throughout the development stage, which may endanger cyclists. *

* In response, the developer is required to provide a full traffic management plan and risk assessment to mitigate risks to road users throughout the construction period. The plans will be assessed by the council's network management team to

ensure that construction traffic will not adversely impact on the operation of Webber Street.

- 2.3.11 A comment was received stating that businesses on the northern side of Webber Street to the west of Blackfriars Road will need loading. *

* In response, no comments were received from these businesses requesting further loading provision in Webber Street. However as part of the scheme, a 12m parking bay is proposed adjacent to these businesses. It is likely that the bay will operate as a loading bay during daytime periods to cater for loading activities and revert to unrestricted resident parking at night.

- 2.3.12 A number of comments highlighted that residents have lost many parking places in the area which is causing great difficulty and it must be a priority to keep as much parking as possible. *

* In response, there is no net loss of parking proposed as part of the Webber Street proposals. There is one existing parking space being removed in Silex Street to introduce a raised table that will improve safety and pedestrian accessibility at the junction with Webber Street, but three additional spaces being introduced on the southern side of Webber Street to the west of the Blackfriars Road junction. All other existing resident permits bays on public highway are to be retained.

- 2.3.13 A request was made to ensure that the traffic lights at the Webber Street / Blackfriars Road junction are properly regulated to allow for traffic movement without traffic queues building on either side of Webber Street. *

* In response, the proposals are being fully modelled to ascertain the most efficient operational phasing of the traffic signals to ensure that oversaturation of junction is minimised. The signals will be linked to other signal junctions in the area which will enable real time changes to cycle times if traffic builds up on certain arms of the junction at any given period. This will minimise the likelihood of delays to traffic, especially in peak periods.

- 2.3.14 A request was made for a contra-flow cycle lane down the entire length of Webber Street. *

* In response, a contra-flow cycle lane can only be introduced on one way streets. Webber Street caters for two way traffic and therefore is not suitable for a contra-flow cycle.

- 2.3.15 A request was made to resurface all side roads leading off Webber Street as they are currently in very poor condition and have not been resurfaced for at least 14 years. *

* In response, Quietway funding can only be utilised to improve conditions for cycling and the adjacent streetscape on the prescribed route. Therefore the council is unable to consider the request to resurface the carriageway of adjacent side roads as part of the current proposals. However these comments will be passed to the council's Highway Maintenance Team in order to be considered as part of future non-principal road renewal programmes.

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

An objection was received stating the proposals are making the road narrower and installing cycle lanes, instead of keeping the road width as it is. *

* In response, the proposed footway buildouts are the same width as existing parking bays and therefore the proposals do not result in narrowing adjacent running lane widths. The proposed semi-segregated cycle lane is positioned along the existing kerbline where there currently is ample to accommodate both a waiting vehicle and an unobstructed eastbound approach lane. Therefore the cycle lane does not compromise the width of the eastbound general traffic lane on approach to the Blackfriars Road junction. The cycle access lane on the western approach of Webber Street is being introduced by utilising a section of footway and therefore does not impact on existing carriageway width. It must be noted that the width of the existing footway to the rear of the cycle lane is still adequate for the level of pedestrian footfall at this location.

Building out the footways the width of the existing and proposed parking bays addresses potential conflict issues with cyclists riding adjacent to the kerbline then having to traverse out into the general traffic lane to cycle past parking 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 improve the streetscape through tree planting, cycle parking and seating, as well as increasing footway areas for pedestrians.

A respondent objected on the grounds that the council is pandering to cyclists who pay no road tax or congestion charge. They should not be given special treatment at our cost. *

* In response, cycling numbers are increasing year on year and it is essential to ensure that appropriate safety and accessibility measures are implemented on public highway to cater for this growing, sustainable mode of transport.

Cyclists are vulnerable road users and like pedestrians, require measures that allow safe passage along the carriageway and reduce the risk of conflict with other road users. With the population in London increasing faster than the rate of expansion of both rail and road networks, catering for more sustainable modes of transport, such as cycling is critical to keep London moving, reducing congestion on an already saturated network and minimising carbon emissions which has a quantifiable benefit for all.

The funding for the project has been ring fenced by the Mayor of London to be spent specifically on cycling and does not impact on council revenue or quality of service delivery.

Numerous respondents objected commenting the majority of the works were unnecessary and that there are more important things the council should be spending money on than a bike route. *

* 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.

As outlined above, the project is being externally funded by the Mayor of London and not the council. The council is unable to spend the funding on any other measures or improvements that are not directly linked to or part of the proposed Quietway cycle route.

A number of respondents objected stating they do not see a problem with the Blackfriars Road junction and that they do not favour losing residential parking spaces which will result in problems, especially at the weekends. *

* In response, the Blackfriars Road junction has high north / south traffic volumes and is daunting for cyclists to traverse this is especially pertinent for new, less confident cyclists who may be put off using junction due to fear of conflict with other road users. The majority of serious collisions involving cyclists take place at signal junctions and with cycling numbers in London increasing and the provision of the Quietway programme encouraging cyclists to traverse this particular route, it is essential that all existing signal junctions on the route are upgraded to improve safety and reduce the risk of collisions.

The greatest risk to cyclists using this junction is potential conflict from motor vehicles turning left across the path of cyclists traversing straight ahead. Therefore the advanced cycle awaiting areas on carriageway tables in conjunction with early start pre-signal measures practically eliminate this risk, making the Webber Street / Blackfriars Road junction routing both attractive and safe to cyclists of all abilities.

Due to narrow carriageway width of Webber Street, cyclists currently struggle to access the existing advanced cycle awaiting area on the eastern arm of the junction. Provision of the semi-segregated cycle lane will address this issue and provide unobstructed access for cyclists to the advanced cycle waiting area.

As outlined earlier, there is no net loss of resident parking bays in Webber Street as a result of these proposals. Therefore the kerbside parking availability is not compromised.

An objection was received highlighting that cyclists ignore red lights and crossing the Blackfriars Road junction as a pedestrian is like dicing with death. Also the semi-segregated cycle lane will cause a lot of problems. *

* In response, there is no evidence to suggest that cyclists pose a safety risk for pedestrians crossing the carriageway at this location. Cyclists are subject to the same traffic regulations that motor vehicles adhere to on the carriageway. The Blackfriars Road / Webber Street junction is fully signalised with an 'all green' pedestrian phase so there is minimal risk of conflict between pedestrians and other road users.

It can also be argued that the proposed changes to the junction as part of the Quietway scheme and implementation of the Cycle Super Highway on Blackfriars Road will significantly upgrade the junction, giving cyclists priority and reducing the risk of left turn conflicts. This could reduce potential contraventions by cyclists at the junction who may currently position themselves on the far side of pedestrian crossings to reduce the risk from left turning traffic when a green signal is operational. Introducing the early start cycle phase and enlarged cycle waiting areas on both arms of Webber Street will potentially address this issue.

There is no evidence to suggest that the proposed semi-segregated cycle lanes will result in problems for other road users. The cycle lanes are an essential measure that will provide cyclists unobstructed access to the advanced cycle waiting areas past queuing traffic. As discussed earlier, the carriageway widths of the adjacent general traffic lanes are not compromised as a result of implementing the cycle lanes. In addition, the cycle lanes will also be reviewed as part of the scheme road safety audit to ensure that there are no adverse as a result of their implementation.

An objection was received stating too much traffic uses Webber Street for a Quietway route and the measures should go further by closing the street to through traffic. *

* In response, the traffic volumes using Webber Street is low compared to other roads in the area. 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 Blackfriars Road junction. The introduction of advanced cycle awaiting areas in conjunction with early start pre-signal measures will eliminate this risk.

Whilst closing 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 residential 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, Webber Street traffic volumes and speeds are low and the risk of conflict with cyclists is minimal.

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:

- 81% of respondents support the introduction of the Quietway cycle route proposals for Site M;
- 19% of respondents are opposed to the proposals.

2.5 Statutory Consultee Replies

2.5.1 Four statutory consultees provided a reply to the consultation.

- a) **Southwark Living Streets** replied indicating strong support for the scheme and highlighted that the proposals had benefits built in for residents, cyclists and pedestrians. It was also mentioned that the semi-segregated cycle lanes leading to the advanced cycle waiting areas were excellent. New street trees and footway buildouts will really enhance the streetscape.
- b) **Lambeth Cyclists** replied in support of the scheme and that the final design ensures the elephant footprint markings across Blackfriars Road should lead to a safe riding position in the subsequent lane. This will further reduce left hook risk. It was also mentioned that the single yellow line on Webber Street between Webber Row and Gray Street should be made double with no loading due to narrow width. A suggestion was also made for extending the footway across the mouth of Friars Primary School car park entrance.

* 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.

The council will investigate whether it is feasible to introduce double yellow line parking controls on the south side of Webber Street between Webber Row and Gray Street. Any proposed changes must be subject to the statutory consultation process and there would a risk that residents will object, as the single yellow line can potentially be parked on in evening periods outside the hours of the controlled parking zone operation.

The suggestion to extend the footway surfacing over the vehicular entrance in the adjacent primary school will be considered as part of the detailed design process.

- c) **Southwark Cyclists** replied indicating support for the scheme and indicated the biggest risk for cyclists using the route along Webber Street is the risk of from left turning motor vehicles traffic turning across the path of a cyclists going straight ahead. Site observations and verifying traffic counts concluded that at peak times approximately 12 vehicles turn left out of both arms of Webber Street and therefore there is not a major left turn demand at this junction. The proposed cycle early start signals will help to minimise this risk further and are a beneficial addition to this junction.

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. A series of comments was received from Cllr Adele Morris who highlighted the following;

- There are cars frequently parked on the single yellow line on the south side of Webber Street to the west of Webber Row that narrow the road significantly.
- Vehicles also regularly park on single yellow lines between Boyfield Street and Blackfriars road which also constrains carriageway width.
- Across both sections there must no net loss of parking spaces which are very well used by residents.
- Noted the proposed Valentine Place development and need to coordinate both sets of works on site to minimise disruption and to avoid new footway paving or tree planting from being ruined.
- Highlighted the unsuccessful tree planting that took place on the southern side of Webber Street to the west of Blackfriars Road.

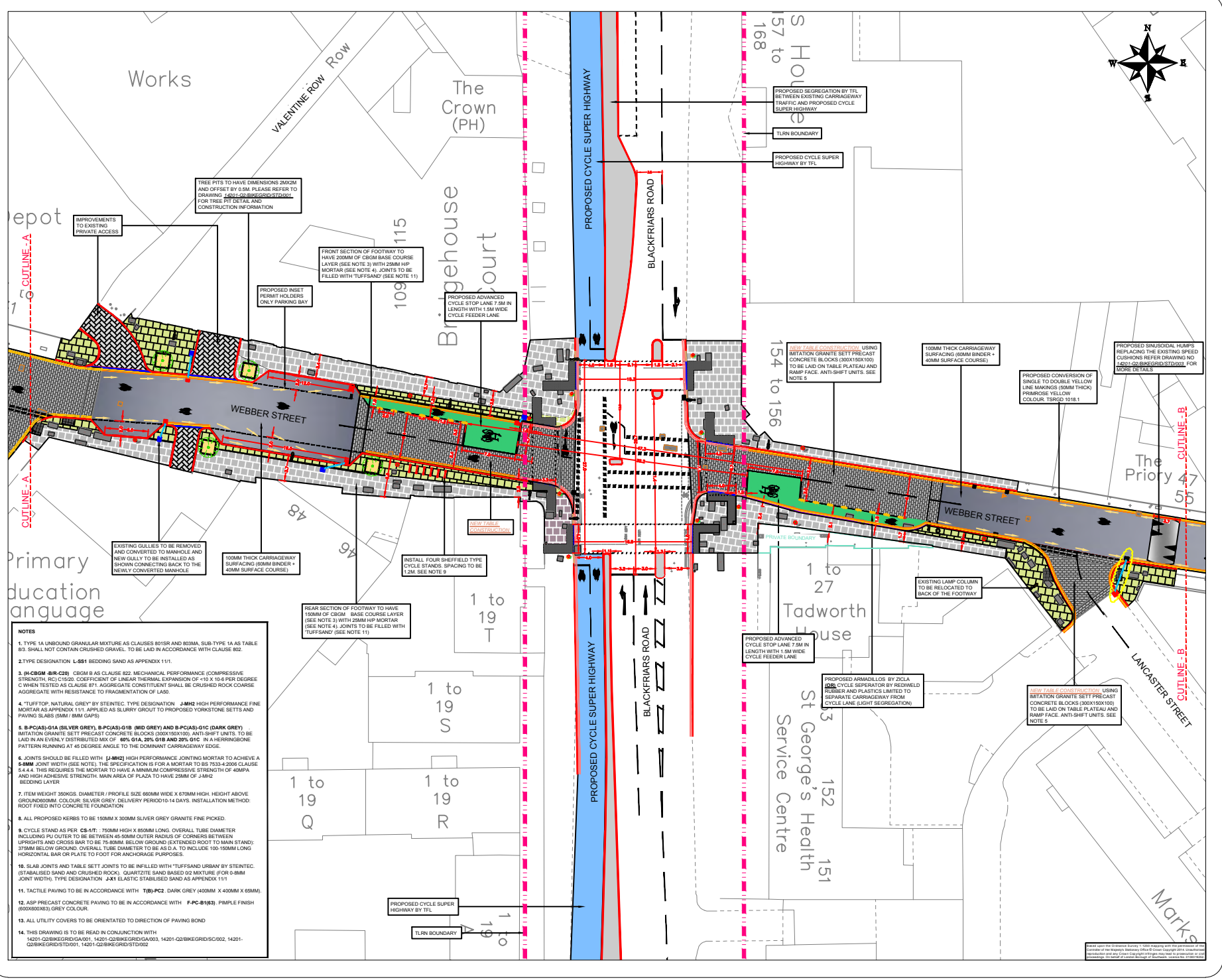
3.0 Recommendations

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 801R AND 803MA, SUB-TYPE 1A AS TABLE 82. SHALL NOT CONTAIN CRUSHED GRAVEL. TO BE LAID IN ACCORDANCE WITH CLAUSE 802.
 2. TYPE DESIGNATION L-S11 BEDDING SAND AS APPENDIX 11/1.
 3. (H-CBOM) (B-R-C20) CBOM B AS CLAUSE 822. MECHANICAL PERFORMANCE (COMPRESSIVE STRENGTH), ρ_{10} (1500) COEFFICIENT OF LINEAR THERMAL EXPANSION OF $\pm 10 \times 10^{-6}$ PER DEGREE C WHEN TESTED AS CLAUSE 871. AGGREGATE CONSTITUTION SHALL BE CRUSHED ROCK COARSE AGGREGATE WITH RESISTANCE TO FRAGMENTATION OF L400.
 4. 'TUFT' TOP: NATURAL GREY BY STENDEC. TYPE DESIGNATION J-MHZ HIGH PERFORMANCE FINE MORTAR AS APPENDIX 11/1. APPLIED AS SILVER GROUT TO PROPOSED YORKSTONE SETTS AND PAVING SLABS (5MM / 8MM GAPS).
 5. B-PC(A)-G1A (SILVER GREY), B-PC(A)-G1B (MID GREY) AND B-PC(A)-G1C (DARK GREY). IMITATION GRANITE SETT PRECAST CONCRETE BLOCKS (300X150X100). ANTI-SHIFT UNITS. TO BE LAID IN AN EVENLY DISTRIBUTED MIX OF 80% 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-MHZ2 HIGH PERFORMANCE JOINTING MORTAR TO ACHIEVE A 2.5MM JOINT WIDTH (SEE NOTE). THE SPECIFICATION FOR A MORTAR TO BS 7533-2:2006 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-MHZ2 BEDDING LAYER.
 7. ITEM WEIGHT 350KGS. DIAMETER / PROFILE SIZE 600MM WIDE X 670MM HIGH. HEIGHT ABOVE GROUND 900MM. 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 STANDS AS PER CB-171. 750MM HIGH X 850MM LONG. OVERALL TUBE DIAMETER INCLUDING PLI OUTER TO BE BETWEEN 65-90MM OUTER RADII OF CORNERS BETWEEN UPRIGHTS AND CROSS BAR TO BE 75-90MM. 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 INFILLED WITH 'TUFTSAND URBAN' BY STENDEC. (STABILISED SAND AND CRUSHED ROCK). QUARTZITE SAND BASED 02 MIXTURE. (FOR 8MM JOINT WIDTH). TYPE DESIGNATION L-A11 (GLASSIC STABILISED SAND AS APPENDIX 11/1).
 11. TACTILE PAVING TO BE IN ACCORDANCE WITH T10-PC2. DARK GREY (400MM X 400MM X 65MM).
 12. ASP PRECAST CONCRETE PAVING TO BE IN ACCORDANCE WITH F-PC-B1(15). PAMPLE FINISH (300X300X30). 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-Q2/BK/EG/RI/DA/001, 14201-Q2/BK/EG/RI/GA/003, 14201-Q2/BK/EG/RI/SC/002, 14201-Q2/BK/EG/RI/SD/001, 14201-Q2/BK/EG/RI/SD/002.

LEGEND / NOTES.

KEY:

- CARRIAGEWAY RECONSTRUCTION:** 40mm THICK TS10 ST10 PEV 68- LAD ON 80MM THICK SMA 14 BIT, 4000 db WTR 2 TO CL3BT FOR RAISED TABLE. ROUNO TOP HUMPS ON CARRIAGEWAY REPAIR CONSTRUCTION.
- FOOTWAY RECONSTRUCTION HEAVY OVERSUN AREAS:** PROVIDE AND LAY PVC PRINTING BLOCKS 100 X 100 X 20mm HIGH FOR FOOTWAY CONSTRUCTION LAID ON 200mm THICK TYPE 1 SUBBASE.
- FOOTWAY RECONSTRUCTION LIGHT OVERSUN AREAS:** PROVIDE AND LAY PVC PRINTING BLOCKS 100 X 100 X 20mm HIGH FOR FOOTWAY CONSTRUCTION LAID ON 150mm THICK TYPE 1 SUBBASE.
- RAISED TABLE CONSTRUCTION:** PROVIDE AND LAY ANTI-SHIFT PC BLOCKS 100 X 100 X 20mm HIGH FOR RAISED TABLE CONSTRUCTION LAID ON 350mm THICK CBOM-C20 AND 300mm THICK LOW FINES BEDDING SAND.
- TACTILE PAVING:** PROVIDE AND LAY PVC BUTLER TACTILE PAVING 400 X 400 X 25mm THICK (REF T10-NSV17) ON SPECIFIED FOOTWAY CONSTRUCTION LAID ON 200mm THICK CBOM-C20 SUBBASE AND 300mm THICK TUFTSETT LAYING MORTAR BY STENDEC.
- ALL CYCLE LANE:** PROPOSED CYCLE LANE / ADVANCED STOP LINE (GREEN COLOUR IS FOR INDICATIVE PURPOSE ONLY).
- PROPOSED CYCLE SUPER HIGHWAY BY TRANSPORT FOR LONDON**
- IRONWORK:** EXISTING IRONWORK COVER AND FRAME TO BE ADJUSTED TO MATCH NEW LEVELS IN FOOTWAYS AND CARRIAGEWAYS. PROVIDE AND INSTALL FLAT REB 150 X 300MM UNITS SILVER GREY.
- STANDARD GRANITE KERBS:** INSTALL NEW STANDARD GRANITE KERBS (1000 X 1000) WITH 100MM UPSTAND ON ST4 (INCLUDING FRONT KERB HALUNGING TO BE 100MM BELOW CARRIAGEWAY). REFER TO DRAWING LBS-C10 KERB AND EDGE RESTRAINT FOUNDATION DETAIL TYPE M1 (SHEET 1 OF 4) & TYPE R - TYPE T1 (SHEET 3 OF 4) FOR FURTHER DETAILS.
- STANDARD GRANITE KERBS FLUSHED:** INSTALL NEW STANDARD GRANITE KERBS (1000 X 1000) WITH 100MM UPSTAND ON ST4 (INCLUDING FRONT KERB HALUNGING TO BE 100MM BELOW CARRIAGEWAY). REFER TO DRAWING LBS-C10 KERB AND EDGE RESTRAINT FOUNDATION DETAIL TYPE M1 (SHEET 1 OF 4) & TYPE R - TYPE T1 (SHEET 3 OF 4) FOR FURTHER DETAILS. NEW PRIMARY TRAFFIC SIGNAL POST LOCATION.
- STANDARD GRANITE TRANSITION KERBS:** NEW STRAIGHT KERB TYPE T1 (SHEET 3 OF 4) FOR FURTHER DETAILS. NEW STRAIGHT KERB TYPE T1 (SHEET 3 OF 4) FOR FURTHER DETAILS. NEW STRAIGHT KERB TYPE T1 (SHEET 3 OF 4) FOR FURTHER DETAILS. NEW STRAIGHT KERB 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.**
- DRAIN PIPE:** PROVIDE AND INSTALL SURFACE WATER DRAIN PIPE GROUP 'E'. 150mm INTERNAL DIAMETER. DEPTH OF INVERT ± 0.00 . AVERAGE DEPTH OF 100MM ON BED TYPE 2. DEPTH OF 750MM ON BED TYPE Z.
- TRAPPED GULLY:** PROVIDE AND INSTALL PRECAST CONCRETE TRAPPED GULLY WITH TYPE D COVER. GULLY DEPTH 420mm 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**
- TREE PIT CONSTRUCTION:** NEW TREE PIT CONSTRUCTION (REFER TO STANDARD DRAWING DETAILS NO 14201-Q2/BK/EG/RI/SD/001)
- EXISTING / PROPOSED LONGITUDINAL FALL ON CARRIAGEWAY**
- EXISTING BELL BOLLARD TO BE RELOCATED AS SHOWN IN THE DRAWING**
- TURN BOUNDARY**
- INSTALL NEW SINUSOIDAL HUMPS:** 45 THICK SMA PSV 68-AS APPENDIX 7/1 WITH 81T OR 1420 PCC. REGULATING BINDER COURSE S14 AS APPENDIX 7/1. REFER TO STANDARD DRAWING DETAILS NO 14201-Q2/BK/EG/RI/SD/003.
- NEW ACCESS IMPROVEMENTS:** LIGHT GREY PCC BLOCKS (REF TO STANDARD DRAWING DETAILS NO 14201-Q2/BK/EG/RI/SD/002). SAND ON SAND THICK BIFA ACTA DENSIF 610 100150 (REFER TO STANDARD DRAWING DETAILS NO 14201-Q2/BK/EG/RI/SD/002).
- PROPOSED LOCATION FOR THE SIGN POSTS**

NOTE:
THIS DRAWING IS TO BE READ IN CONJUNCTION WITH 14201-Q2/BK/EG/RI/SD/002, 14201-Q2/BK/EG/RI/SD/001, 14201-Q2/BK/EG/RI/SD/003, 14201-Q2/BK/EG/RI/SD/003.

Revision	Date	Amendment	Drawn	Checked	Approved

PUBLIC REALM PROJECTS TEAM 150 TOLEY STREET 1P L&L

Project
CENTRAL LONDON BIKE GRID
Q2 - BLUE ROUTE

Title
GENERAL ARRANGEMENT
SECTION-2
BLACKFRIARS ROAD JUNCTION

Contract No. HW2013 NEC3

Scale 1:500 @ A1

Drawing No. 14201-Q2/BK/EG/RI/GA/002

Date Drawn JUNE 2014

Date Issued JULY 2014

Appendix B: Consultation Documents

- A new side road entry table with footway buildouts is proposed in Lancaster Street at the junction of Webber Street to improve pedestrian accessibility and reduce vehicle speeds.
- Existing raised carriageway table and zebra crossing between Silex Street and Boyfield Street to be extended to include Boyfield Street. The larger table will reduce traffic speeds and improve pedestrian accessibility.
- Proposed raised carriageway table in Silex Street at the junction with Webber Street to reduce traffic speeds and improve pedestrian accessibility (one parking space to be removed).

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 the **8th September 2014**.



Quietway
Greenwich to Waterloo

Site M – Webber Street and Blackfriars Road Junction

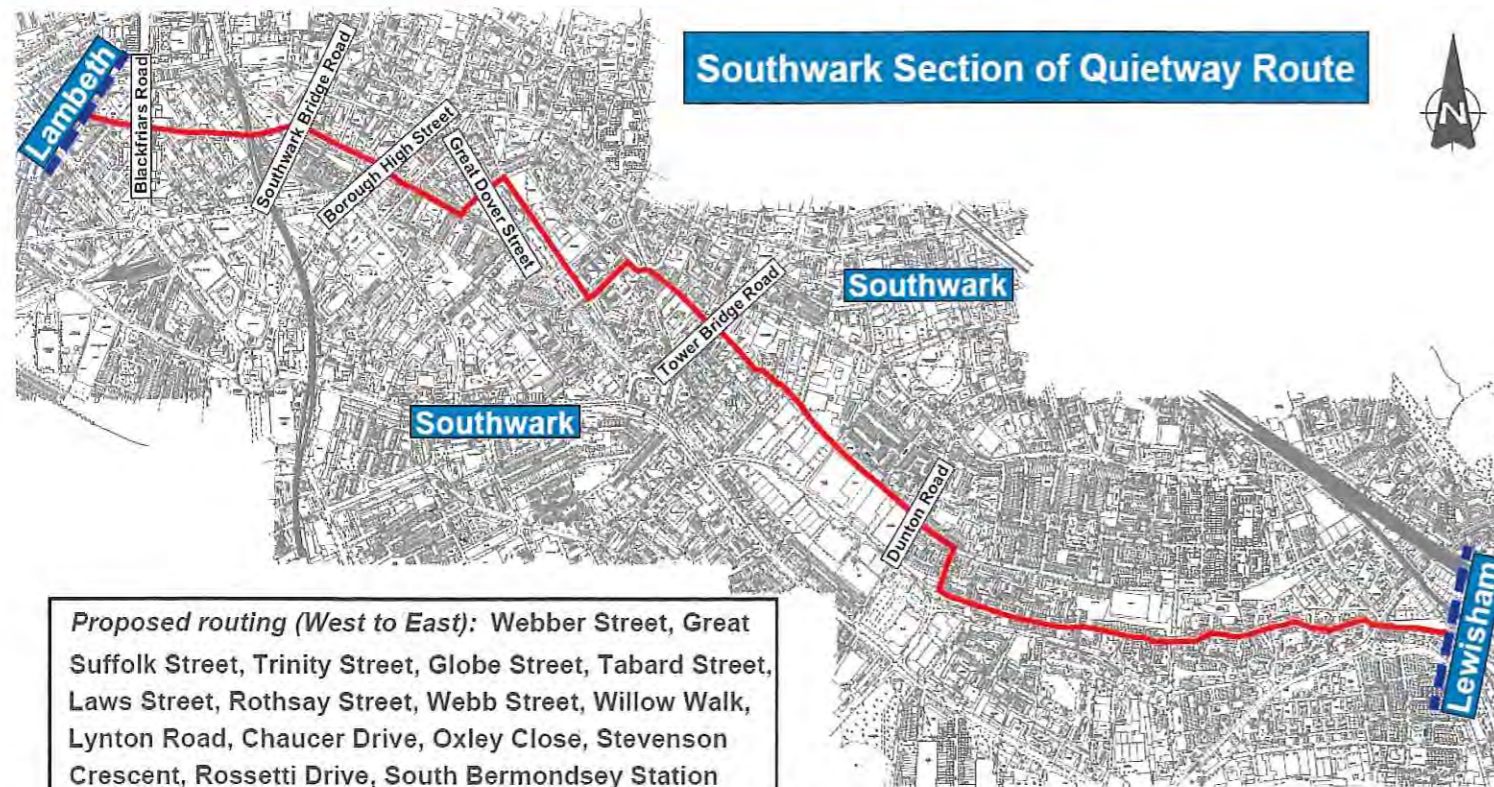
Cycle Priority Improvements and Streetscape Improvements

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

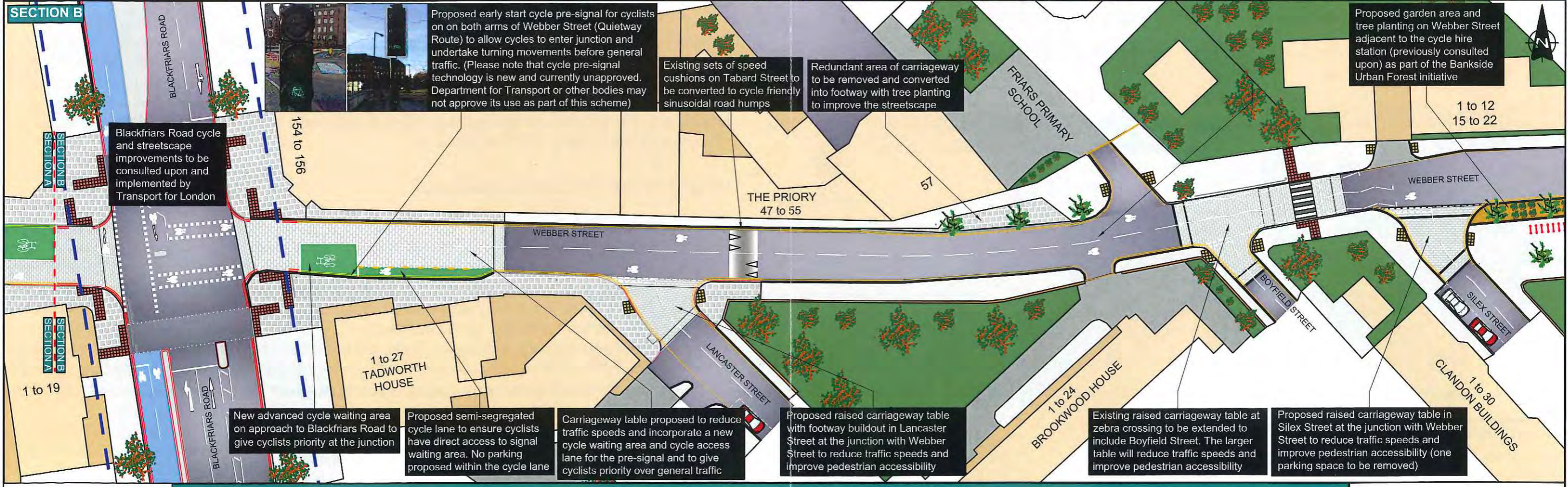
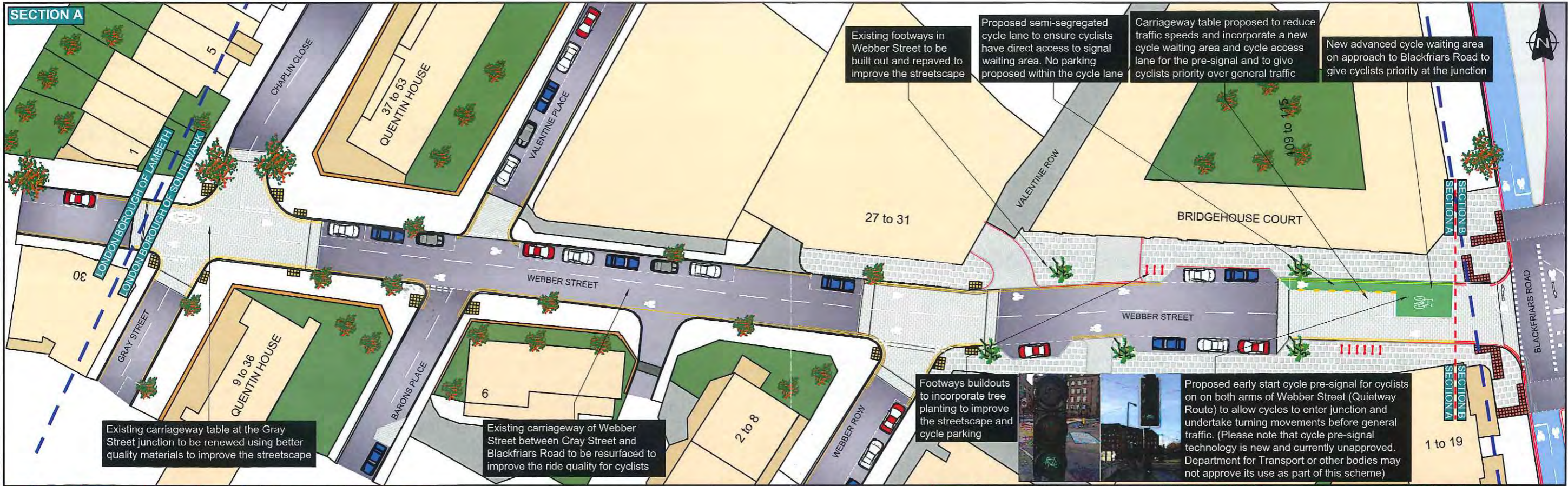
Southwark Council is holding a consultation to receive residents' and key stakeholders' comments regarding proposals relating to the borough's section of the Quietway (Greenwich to Waterloo) cycle route. This site forms part of a series of improvements along the route within Southwark that starts from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

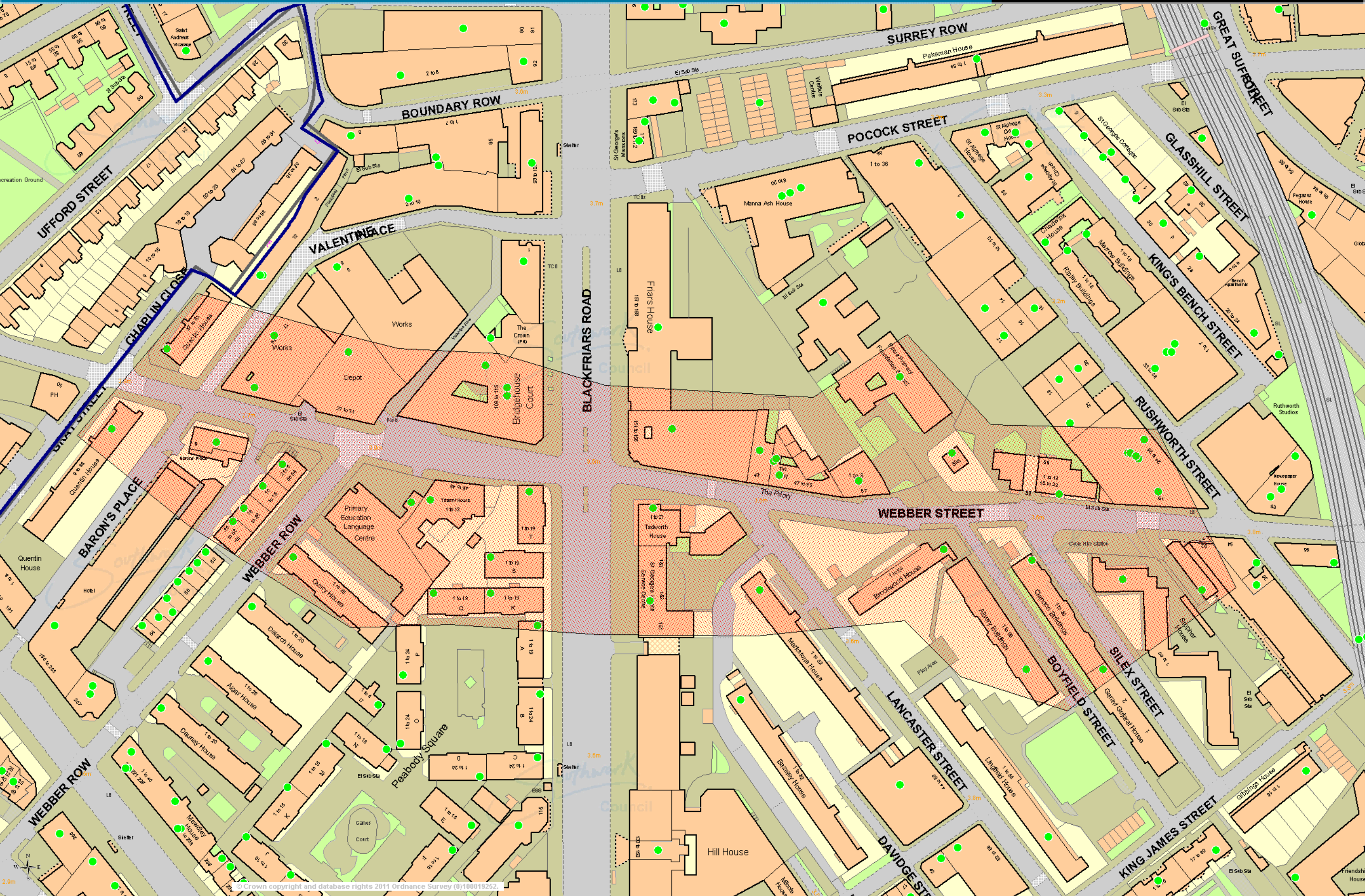
- Subject to approval from the DfT and other governing bodies, the Webber Street arms of the Blackfriars Road junction will have an early start cycle pre-signal so cyclists can traverse the junction and undertake turning movements before general traffic. These measures will be implemented in conjunction with Transport for London's Blackfriars Road Cycle Super Highway and streetscape improvements works in Blackfriars Road that will be consulted upon separately.
- Both approaches of Webber Street will have semi segregated cycle lanes so that cyclists can have unobstructed access to the waiting areas on approach to Blackfriars Road.
- Improved advance cycle waiting areas to be provided on both approaches of Webber Street for cyclists to take position ahead to general traffic at the junction.
- Cycle waiting areas and cycle lanes on both approaches of Webber Street to be incorporated onto new raised carriageway tables to reduce traffic speeds and improve safety.
- 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.
- The streetscape of Webber Street to the west of Blackfriars Road and the borough boundary with Lambeth will have significant improvements with footway buildouts, additional parking bays and tree planting. Existing carriageway tables at Webber Row and Gray Street will also be improved with new materials to enhance the streetscape.



Appendix C: Location Plan and Extents of Consultation

Quietway Cycling Scheme - Site M - Consultation Area

Date 8/8/2014



© Crown copyright and database rights 2011 Ordnance Survey (0100019252)

Appendix D: List of Addresses within Distribution Area

		6 DELARCH HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QU
		19 DELARCH HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QU
		9 DELARCH HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QU
		CLANDON BUILDINGS	BOYFIELD STREET	LONDON	SE1 0SD
JAMES POOL & SONS LTD	FLAT 9		207 WATERLOO ROAD	LONDON	SE1 8XD
JEF'S FOOD & DRINK LTD.	FOURTH FLOOR		43 WEBBER STREET	LONDON	SE1 0RF
MASTER SUPERFISH			191 WATERLOO ROAD	LONDON	SE1 8UX
DEALFIRST LTD & PATRICK GROUP LTD	UNIT 1		21 VALENTINE PLACE	LONDON	SE1 8QH
	UNIT 2		160 BLACKFRIARS ROAD	LONDON	SE1 8EZ
	UNIT 3		160 BLACKFRIARS ROAD	LONDON	SE1 8EZ
	LOWER GROUND FLOOR		160 BLACKFRIARS ROAD	LONDON	SE1 8EZ
	ROOM 402	BARONS PLACE, 195-203	WATERLOO ROAD	LONDON	SE1 8UX
	ROOM 209	NORTHCOTT HOUSE, 259	WATERLOO ROAD	LONDON	SE1 8JU
		NORTHCOTT HOUSE, 259	WATERLOO ROAD	LONDON	SE1 8JU
		1 BELL HOUSE, 57	WEBBER STREET	LONDON	SE1 0RF
		2 BELL HOUSE, 57	WEBBER STREET	LONDON	SE1 0RF
		3 BELL HOUSE, 57	WEBBER STREET	LONDON	SE1 0RF
		4 BELL HOUSE, 57	WEBBER STREET	LONDON	SE1 0RF
		5 BELL HOUSE, 57	WEBBER STREET	LONDON	SE1 0RF
		6 BELL HOUSE, 57	WEBBER STREET	LONDON	SE1 0RF
		7 BELL HOUSE, 57	WEBBER STREET	LONDON	SE1 0RF
		8 BELL HOUSE, 57	WEBBER STREET	LONDON	SE1 0RF
	UNIT A	BELL HOUSE, 57	WEBBER STREET	LONDON	SE1 0RF
	ROOM 101	NORTHCOTT HOUSE, 259	WATERLOO ROAD	LONDON	SE1 8JU
LENTA PROPERTIES LTD			156 BLACKFRIARS ROAD	LONDON	SE1 8EN
FRIARS PRIMARY SCHOOL		RUSHWORTH AND FRIARS PRIMARY SCHOOL	WEBBER STREET	LONDON	SE1 0RF
	FLAT 10		59 WEBBER STREET	LONDON	SE1 0RD
	FLAT 8	MARKSTONE HOUSE	LANCASTER STREET	LONDON	SE1 0RL
	FLAT 5	ALBURY BUILDINGS	BOYFIELD STREET	LONDON	SE1 0SB
	BLOCK A FLAT 5	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8HU
	BLOCK A FLAT 9	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8HU
	BLOCK B FLAT 6	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8HX
	ASSISTANT HALL MANAGERS FLAT	MCLAREN HOUSE, 1	ST GEORGES CIRCUS	LONDON	SE1 0AP
	FLAT 19	DAUNCY HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QS
	FLAT 15	QUENTIN HOUSE	GRAY STREET	LONDON	SE1 8UY
	FLAT 31	QUENTIN HOUSE	GRAY STREET	LONDON	SE1 8UY
	BLOCK U FLAT 3	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8JB
	BLOCK B FLAT 3	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8HX
	BLOCK O FLAT 8	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8IA
	ROOM 311	NORTHCOTT HOUSE, 259	WATERLOO ROAD	LONDON	SE1 8JU
	BLOCK C FLAT 3	NORTHCOTT HOUSE, 259	WATERLOO ROAD	LONDON	SE1 8JU
	FLAT 9	17 DELARCH HOUSE WEBBER ROW ESTATE	BLACKFRIARS ROAD	LONDON	SE1 8HY
	FLAT 12	PEABODY SQUARE	WEBBER ROW	LONDON	SE1 8QX
	BLOCK G FLAT 2	OVERY HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QX
		QUENTIN HOUSE	GRAY STREET	LONDON	SE1 8UY
		PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8JH
THE COLLEGE HILL PRESS LTD			37 WEBBER STREET	LONDON	SE1 8QW
	FLAT 12	DAUNCY HOUSE WEBBER ROW ESTATE	189 WATERLOO ROAD	LONDON	SE1 8UX
	FLAT 16	DAUNCY HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QS
	FLAT 3	DAUNCY HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QS
	FLAT 7	DAUNCY HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QS
	FLAT 11	ALGAR HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QT
	FLAT 16	ALGAR HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QT
	BLOCK G FLAT 1	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8JH
	BLOCK M FLAT 1	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8JP
	BLOCK N FLAT 9	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8JP
	BLOCK K FLAT 2	8 DELARCH HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QU
	BLOCK K FLAT 6	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8JW
	FLAT 3	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8JW
	FLAT 8	BRIDGEHOUSE COURT	BLACKFRIARS ROAD	LONDON	SE1 8HW
	BLOCK C FLAT 6	BRIDGEHOUSE COURT	BLACKFRIARS ROAD	LONDON	SE1 8HW
	FLAT 1	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8HY
	FLAT 14	MAWDLEY HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8XQ
	FLAT 18	MAWDLEY HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8XQ
	FLAT 3	MAWDLEY HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8XQ
	FLAT 8	MAWDLEY HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8XQ
	BLOCK B FLAT 1	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8XQ
	BLOCK U FLAT 1	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8JH
	BLOCK R FLAT 1	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8JF
	BLOCK C FLAT 10	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8HY
	BLOCK D FLAT 5	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8HZ
	FLAT 12	STOPHER HOUSE, 90	WEBBER STREET	LONDON	SE1 0RE
	FLAT 18	STOPHER HOUSE, 90	WEBBER STREET	LONDON	SE1 0SE
	FLAT 14	BRIDGEHOUSE COURT	BLACKFRIARS ROAD	LONDON	SE1 8HW
	BLOCK C FLAT 7	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8HY
	BLOCK D FLAT 8	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8HZ
	FLAT 25	ALGAR HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QT
	FLAT 7	ALGAR HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QT
	FLAT 10	OVERY HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QX
	FLAT 15	OVERY HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QX
	FLAT 18	QUENTIN HOUSE	GRAY STREET	LONDON	SE1 8UY
	FLAT 21	QUENTIN HOUSE	GRAY STREET	LONDON	SE1 8UY
	FLAT 3	QUENTIN HOUSE	GRAY STREET	LONDON	SE1 8UY
	BLOCK B FLAT 8	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8HX
	SUITE 113	154-156	BLACKFRIARS ROAD	LONDON	SE1 8EN
	FLAT 20	BRIDGEHOUSE COURT	BLACKFRIARS ROAD	LONDON	SE1 8HW
	FLAT 25	BRIDGEHOUSE COURT	BLACKFRIARS ROAD	LONDON	SE1 8HW
	BLOCK T FLAT 2	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8HS
	BLOCK T FLAT 11	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8HS
	BLOCK S FLAT 9	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8HT
	BLOCK H FLAT 2	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8J
	BLOCK H FLAT 6	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8J
	BLOCK H FLAT 11	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8J
	SUITE 309	154-156	BLACKFRIARS ROAD	LONDON	SE1 8EN
	SUITE 105	154-156	BLACKFRIARS ROAD	LONDON	SE1 8EN
	FLAT 17	ALGAR HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QT
	FLAT 21	ALGAR HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QT
			18 WEBBER ROW	LONDON	SE1 8QP
			26 WEBBER ROW	LONDON	SE1 8QP
			36 WEBBER ROW	LONDON	SE1 8QP
			44 WEBBER ROW	LONDON	SE1 8QP
			54 WEBBER ROW	LONDON	SE1 8QP
			219 WATERLOO ROAD	LONDON	SE1 8XH
TURNING POINT LTD	BLOCK S GROUND FLOOR OFFICE	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8HU
	FLAT 48	STOPHER HOUSE, 90	WEBBER STREET	LONDON	SE1 0SE
	FLAT 6	STOPHER HOUSE, 90	WEBBER STREET	LONDON	SE1 0RE
		7 DELARCH HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QU
	WORKSHOP	STOPHER HOUSE, 90	WEBBER STREET	LONDON	SE1 0RE
		20 DELARCH HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QU
ABA (INTERNATIONAL) LTD			19 VALENTINE PLACE	LONDON	SE1 8QH
	FLAT 43	16 DELARCH HOUSE WEBBER ROW ESTATE	WEBBER ROW	LONDON	SE1 8QU
		STOPHER HOUSE, 90	WEBBER STREET	LONDON	SE1 0SE
		44-50	LANCASTER STREET	LONDON	SE1 0SJ
COLORAMA PROCESSING LABS LTD	FLAT 16	BRIDGEHOUSE COURT	BLACKFRIARS ROAD	LONDON	SE1 8HW
	FLAT 26	STOPHER HOUSE, 90	WEBBER STREET	LONDON	SE1 0SE
	BLOCK J FLAT 1	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8JN
		THE CROWN, 108	BLACKFRIARS ROAD	LONDON	SE1 8HW
	FLAT 3	CLANDON BUILDINGS	BOYFIELD STREET	LONDON	SE1 0SD
	BLOCK E FLAT 6	PEABODY SQUARE	BLACKFRIARS ROAD	LONDON	SE1 8JG
	FLAT 26	QUENTIN HOUSE	GRAY STREET	LONDON	SE1 8UY