



The Resident/Property Owner  
Mint Street & Quilp Street  
Southwark

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Date 20 June 2014

Dear Sir,

**PROPOSED TRAFFIC MANAGEMENT ORDER FOR MINT STREET, WELLER STREET AND  
SOUTHWARK BRIDGE ROAD**

As part of the ongoing redesign of the Mint Street Park aimed at improving access for pedestrians and park users, we wrote to you in September 2013 regarding proposals being considered to stop up and amend the current road layout at Quilp Street, Leigh Hunt Street and Mint Street hammerhead. The proposals included the extension of Mint Street Park by stopping up the hammerhead at the western end of Mint Street and the stopping up of vehicular access at Quilp Street and Leigh Hunt Street.

Comments received as part of last year's consultation were considered and amendments were made and incorporated in line with design guidelines. On the 22<sup>nd</sup> May 2014, a Stopping Up Notice was issued at Mint Street Park hammerhead, Quilp Street and Leigh Hunt Street.

We are now undertaking informal consultation with you on traffic management and restrictions for these proposals.

At Mint Street, waiting restrictions in the form of double yellow lines would be introduced to replace the current single yellow line restrictions, between its junctions with Caleb Street and Mint Street Park. Double yellow lines would also extend down onto Weller Street. By undertaking the measures described, turning access width and clearance at the Mint Street and Weller Street junction would be maintained. However, there would be a reduction of 1 existing car parking bay on Weller Street /Mint Street junction to achieve this, as shown in the plan attached.

Once the Mint Street hammerhead has been stopped up there will be, restricted access allowing emergency vehicles onto Mint Street Park via removable bollards and sufficient space, for example, for taxis to turn around on Mint Street. These measures are intended to discourage the occurrence of parking that may restrict easy access to properties. The double yellow line will impose "no waiting at any time" restrictions to prevent this. Loading for short periods will however be possible.

In relation to these proposals we are undertaking a parking stress survey and depending on the results we may consider alternative parking arrangements.

Similarly, Quilp Street and Leigh Hunt Street would be stopped up at the junction with Southwark Bridge Road and the existing carriageway raised to footway level. The existing single yellow line restrictions that stop short of Quilp Street will be extended past Quilp Street as shown on the attached plan. Vehicle access to Leigh Hunt Street and Quilp Street will not be possible as shown on the attached plan.

There will be no change to the existing cycle lane provision.

We are engaging with local residents with adjoining properties for their views on the proposed changes to the highway traffic management as part of an informal consultation exercise. Please confirm by return if you support the proposals in principle or highlight any particular concerns you may have. A freepost feedback form is attached together with plans showing the proposals as detailed in this letter. Please return this form by **2<sup>nd</sup> July 2014**, should you have any comments or views on the proposals.

Should the proposals proceed to a Traffic Management Order, formal consultation will take place which will involve the advertising of traffic orders and legal notices in the local press and on site. It will also be possible to provide feedback during this period.

Alternatively, please contact me using the details above should you wish to discuss any areas of particular concern.

Yours faithfully,

Charlotte Glazier