

# Public notice

## Trundle Street area



*The London Borough of Southwark (Charged-for parking places) (Trundle Street area) Order 202\**

*The London Borough of Southwark (Waiting restrictions) (Trundle Street area) Order 202\**

*The London Borough of Southwark (Prescribed routes) (Toulmin Street and Trundle Street) Traffic Order 202\**

1. Southwark Council hereby GIVES NOTICE that it proposes to make the above orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
  2. The effects of the Orders would be to:-
    - (a) introduce one-way south-westbound traffic working for all vehicles in the entirety of TOULMIN STREET with corresponding advisory 'right turn only' from Bittern Street and advisory 'left turn only' from Pickwick Street, and 'no entry' from Great Suffolk Street into Toulmin Street;
    - (b) introduce one-way north-eastbound (progressing into south-eastbound) traffic working in the entirety of TRUNDLE STREET with corresponding 'no entry' from Weller Street into Trundle Street;
    - (c) formally remove (i) an existing south-westbound one-way working in part of WELLER STREET (between its junction with Lant Street/Toulmin Street and its junction with Trundle Street) and (ii) the corresponding prescribed turns from LANT STREET and TOULMIN STREET;
    - (d) make amendments to existing permit-holders only parking places within Controlled Parking Zone (CPZ) 'C2':-
      - (i) in LANT STREET north-east side opposite its junction with Bittern Street increase by 2.5m in length (new length 40m),
      - (ii) in TOULMIN STREET north-west side (south of Pickwick Street) relocate 1.5m south-westward towards its junction with Bittern Street,
      - (iii) in TOULMIN STREET north-west side (north of Pickwick Street) reduce in length by 3.5m,
      - (iv) in TRUNDLE STREET north-east side remove bay (31m in length), and
      - (v) in WELLER STREET north-west side o/s No. 15 increase by 2m in length (new length 15m);
    - (e) in TRUNDLE STREET south-west side add new permit-holders only parking place (38m in length) in CPZ 'C2';
    - (f) in WELLER STREET north-west side o/s No. 15, remove 1m of existing 'at any time' waiting restrictions (double yellow lines), and
    - (g) amend existing 'timed' waiting restrictions (single yellow lines) in LANT STREET, TOULMIN STREET, TRUNDLE STREET, and WELLER STREET to accommodate the above-mentioned parking changes.
- NOTES: (1) Exemptions would apply for items 2(a) and (b) preceding in respect of emergency service vehicles. (2) All measurements are in metres 'm' and are approximate. (3) Parking charges are listed on [www.southwark.gov.uk/parking](http://www.southwark.gov.uk/parking)*
3. Southwark Council hereby GIVES FURTHER NOTICE under sections 90A to 90I of the Highways Act 1980 and in accordance with the provisions of the Highways (Road humps) Regulations 1999 and the Highways (Traffic calming) Regulations 1999, propose to construct:-
    - (a) a speed table of flat-top construction having a maximum height of 100 millimetres and covering the entire width of the carriageway, in TOULMIN STREET extending 8.6m north-east of its junction with Pickwick Street including both ramps (replacing an existing road hump at this location); and
    - (b) road humps of sinusoidal cross-section construction, approx. 3.7 metres in length, having a maximum height of 100 millimetres and covering the greater width of the carriageway in TOULMIN STREET (i) centred 15m (ii) centred 45m, and (iii) centred 95m north-east of the north-eastern kerb-line build-out of Great Suffolk Street (upgrading and replacing all existing road humps at these locations).
  4. For more information about these proposals contact George Mellish of the Council's Highways – Transport Projects team [Highways@southwark.gov.uk](mailto:Highways@southwark.gov.uk).
  5. Copies of the supporting documents (this Notice, the proposed Orders, and a statement of the Council's reasons for making the Orders) may be found online at [www.southwark.gov.uk/trafficorders](http://www.southwark.gov.uk/trafficorders); paper or digital copies of plans showing the location and effect of the Orders and the supporting documents may be requested by emailing

[traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk), or inspected by appointment only at: Highways, Southwark Council, Environment, Neighbourhoods and Growth, 3rd floor hub 2, 160 Tooley Street, London SE1 2QH - from the date of this Notice until the end of a period of six weeks from the date on which the Orders are made. Email [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk) (or call 020 7525 3497) for booking details.

6. Anyone wishing to make any representations either for or to object to the proposals, may use our consultation portal at <https://consultation.appyway.com/southwark>; or send a statement in writing to: Traffic Order Consultations, Highways, Southwark Council, Environment, Neighbourhoods and Growth, P.O. Box 64529, London SE1P 5LX or [traffic.orders@southwark.gov.uk](mailto:traffic.orders@southwark.gov.uk) quoting reference '*TMO2324-002 Trundle St area*' by 29 June 2023. Please note that if you wish to object to this proposal you must state the grounds on which your objection is made.
7. Under requirements of current access to information legislation, any letter, form or e-mail sent to the Council in response to this Notice may be subject to publication or disclosure, or both, including communication to other persons affected.

Dated 8 June 2023

**Dale Foden** - Head of Service, Highways

# Statement of reasons

## Trundle Street area



*The London Borough of Southwark (Charged-for parking places) (Trundle Street area) Order 202\**

*The London Borough of Southwark (Waiting restrictions) (Trundle Street area) Order 202\**

*The London Borough of Southwark (Prescribed routes) (Toulmin Street and Trundle Street) Traffic Order 202\**

The scheme proposes changes in the Trundle Street area within the Borough & Bankside ward, in the London Borough of Southwark.

The purpose of this scheme is to improve the pedestrian accessibility in the streets surrounding the Charles Dickens Primary School. The changes will increase the width of footways to make it easier to reach the school on foot. These changes will result in the width reduction of the carriageways, and the need to make changes to the movement of traffic, and to existing parking and waiting restrictions in the area.

The existing 'School Street' pedestrian and cycle zone in Toulmin Street, in the vicinity of Charles Dickens Primary School, is to be enforced via an ANPR camera, at the junction of Toulmin Street and Lant Street. There are no changes to the operation of this 'School Street' pedestrian and cycle zone.

Existing traffic calming measures in Toulmin Street will be upgraded and replaced to help reduce speeding and further improve the area for pedestrian-use, surrounding the Charles Dickens Primary School.

In summary, the proposals in the Trundle Street area are:

- (1) introduce one-way south-westbound traffic working for all vehicles in the entirety of Toulmin Street with corresponding advisory 'right turn only' from Bittern Street and advisory 'left turn only' from Pickwick Street, and 'no entry' from Great Suffolk Street into Toulmin Street;
- (2) introduce one-way north-eastbound (progressing into south-eastbound) traffic working in the entirety of Trundle Street with corresponding 'no entry' from Weller Street into Trundle Street;
- (3) formally remove (i) an existing south-westbound one-way working in part of Weller Street (between its junction with Lant Street/Toulmin Street and its junction with Trundle Street) and (ii) the corresponding prescribed turns from Lant Street and Toulmin Street;
- (4) make amendments to existing permit-holders only parking places within Controlled Parking Zone 'C2' in Lant Street, Toulmin Street, Trundle Street, and Weller Street;
- (5) add new permit-holders only parking place in Trundle Street on the south-west side (38m);
- (6) amend existing 'timed' waiting restrictions (single yellow lines) in Lant Street, Toulmin Street, Trundle Street, and Weller Street to accommodate the parking changes;
- (7) remove 1m of existing 'at any time' waiting restrictions (double yellow lines) in Weller Street north-west side o/s No. 15, to accommodate the parking changes; and
- (8) in Toulmin Street upgrade and replace three road humps, and replace one road hump with a new speed table.

Link to decision details: [Decision - Minor Traffic Schemes Batch 3 22/23 - Southwark Council](#)

Dated 8 June 2023

For more information contact:-

**George Mellish**

Minor Works Principal Engineer

Transport Projects - Highways

[Highways@southwark.gov.uk](mailto:Highways@southwark.gov.uk)



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK

# TRAFFIC MANAGEMENT ORDER

202\* No. xxx

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The London Borough of Southwark (Charged-for parking places) (Trundle Street area) Order 202\*

Made: 202\*

Coming into force: 202\*

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The Council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>a</sup>, as amended, and of all other powers thereunto enabling, hereby make the following Order:

#### Citation and commencement

1.1 This Order may be cited as the London Borough of Southwark (Charged-for parking places) (Trundle Street area) Order 202\* and shall come into force on 202\*.

#### Interpretation

2.1 In this Order:-

“Council” means the Council of the London Borough of Southwark;

“enactment” means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“map-based schedule” means the map attached to and to be read in conjunction with this Order and the Order of 2021, which depicts the parking place designated by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular parking place and, if appropriate, certain of its governing provisions:

Provided that the Council does not accept responsibility for any inaccuracies contained in the Ordnance Survey data relied upon to create the map-based schedule and where a parking place is depicted on the map-based schedule, that parking place will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

“map schedule legend” means the map schedule legend attached to this Order which, when used in conjunction with the map-based schedule, identifies the specific type of parking place designated by this Order and, where appropriate, certain of its governing provisions;

“the Order of 2021” means the London Borough of Southwark (Charged-For Parking Places) (Map-based) Order 2021<sup>b</sup>; and

“traffic sign” means a sign of any size, type and colour prescribed or authorised under, or having effect as though prescribed or authorised under, section 64 of the Road Traffic Regulation Act 1984.

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<sup>a</sup> 1984 c.27

<sup>b</sup> LBS 2021/035

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2021 shall have the same meaning as in that Order.

#### Amendment of items in the map-based schedule

- 3.1 Without prejudice to the validity of anything done, or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2021 shall have effect as though:-
- (a) where there is no existing item at a location depicted in the map-based schedule attached to that Order, there were added to that map-based schedule the item depicted in the map-based schedule attached to this Order; and
  - (b) where there is an existing item at a location depicted in the map-based schedule attached to that Order, there were substituted in that map-based schedule the item depicted in the map-based schedule attached to this Order.
- 3.2 The amendment referred to in Article 3.1 of this Order of an item in the map-based schedule will have the effect of revoking any provision provided or designated by a previous version of that item in the map-based schedule and not incorporated into the latest version.

#### Designation of parking place and application of the Order of 2021 thereto

- 4.1 Each area on a street identified the map-based schedule as a parking place and, where applicable, by way of the map schedule legend as an area marked out and signed for the use therein of specified classes of vehicles following the conditions specified in the Order of 2021 in relation to that type of parking place, is designated as a parking place.
- 4.2 Unless otherwise so identified, a parking place shall be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a parking place as specified in the Traffic Signs Regulations and General Directions 2016<sup>c</sup>.
- 4.3 The provisions of the Order of 2021 (other than Articles 4 and 19) shall apply to the area designated as a parking place by this Order as if in those provisions any reference to a parking place included a reference to an area designated as a parking place by this Order.

#### Placing of traffic signs, etc

- 5.1 The Council shall:
- (a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of the parking place designated by this Order;
  - (b) place and maintain in or in the vicinity of each parking place, traffic signs indicating that such parking place may be used during the permitted hours for the leaving only of the vehicles specified in Articles 5.1 and 5.2 of the Order of 2021; and
  - (c) carry out such other work as is reasonably required for the purpose of the satisfactory operation of a parking place.

Dated this \*\*\*\*\* day of \*\*\*\*\* 202\*

[signature here]

DALE FODEN  
Head of Service, Highways  
Environment, Neighbourhoods and Growth

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<sup>c</sup> SI 2016/362

## EXPLANATORY NOTE

*(This note is not part of the Order)*

This Order, amends items in the map-based schedule attached to the Order of 2021, to make amendments in CPZ 'C2':-

- (a) in Toulmin Street north-west side (i) relocate the existing 'permit' south of Pickwick Street by 1.5m south-westward (towards its junction with Bittern Street), and (ii) reduce in length the existing 'permit' north of Pickwick Street by 3.5m;
- (b) in Trundle Street remove 31m existing 'permit' north-east side and add 38m new 'permit' on the south-west side;
- (c) in Lant Street north-east side opposite its junction with Bittern Street, increase existing 'permit' by 2.5m in length (new 'permit' length 40m);
- (d) in Weller Street north-west side o/s No. 15 Weller Street, increase existing 'permit' by 2m in length (new 'permit' length 15m),

in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK  
**TRAFFIC MANAGEMENT ORDER**

202\* No. 0xx

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The London Borough of Southwark (Waiting restrictions) (Trundle Street area) Order 202\*

Made: xx xxx 202\*

Coming into force: xx xxx 202\*

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The Council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>a</sup>, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Waiting restrictions) (Trundle Street area) Order 202\* and shall come into force on xx xxxx 202\*.

Interpretation

- 2.1 In this Order:-

“Council” means the Council of the London Borough of Southwark;

“enactment” means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“map-based schedule” means the map attached to and to be read in conjunction with this Order and the Order of 2021, which depicts the restrictions imposed by this Order and, in conjunction with the map schedule legend, identifies the waiting restriction and, if appropriate, certain of its governing provisions:

Provided that the Council does not accept responsibility for any inaccuracies contained in the Ordnance Survey data relied upon to create the map-based schedule and where a waiting restriction is depicted on the map-based schedule, that waiting restriction will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

“map schedule legend” means the map schedule legend attached to this Order which, when used in conjunction with the map-based schedule, identifies the waiting restrictions imposed by this Order and, where appropriate, certain of their governing provisions;

“the Order of 2021” means the London Borough of Southwark (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Map-based) Order 2021<sup>b</sup>.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

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<sup>a</sup> 1984 c.27

<sup>b</sup> LBS 2021\_036

2.3 Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2021 shall have the same meaning as in that Order.

Amendment of items in the map-based schedule

3.1 Without prejudice to the validity of anything done, or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2021 shall have effect as though:-

- (a) where there is no existing item at a location depicted in the map-based schedule attached to that Order, there were added to that map-based schedule the item depicted in the map-based schedule attached to this Order; and
- (b) where there is an existing item at a location depicted in the map-based schedule attached to that Order, there were substituted in that map-based schedule the item depicted in the map-based schedule attached to this Order.

3.2 The amendment referred to in Article 3.1 of this Order of an item in the map-based schedule will have the effect of revoking any provision provided or designated by a previous version of that item in the map-based schedule and not incorporated into the latest version.

Waiting restrictions applicable in restricted streets

4.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the Order of 2021 shall have effect as though any waiting restriction identified in the map-based schedule and by way of the map schedule legend and marked out and signed as a waiting restriction shall be construed as through it were a restricted street referred to in the Order of 2021.

Dated this xxxxxxxxxxxx day of xxxx 202\*

[signature here]

DALE FODEN

Head of Service, Highways  
Environment, Neighbourhoods and Growth



## EXPLANATORY NOTE

*(This note is not part of the Order)*

This Order, amends items in the map-based schedule attached to the Order of 2021, so as to:-

- (a) remove 1m of existing 'at any time' waiting restrictions north-west side o/s No. 15 Weller Street;  
and
- (b) to amend existing 'timed' waiting restrictions in Lant Street, Toulmin Street, Trundle Street, and Weller Street,

to accommodate parking changes in CPZ 'C2', in the London Borough of Southwark.



THE COUNCIL OF THE LONDON BOROUGH OF SOUTHWARK  
**TRAFFIC MANAGEMENT ORDER**

202\* No. 0xx

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The London Borough of Southwark (Prescribed routes)  
(Toulmin Street and Trundle Street) Traffic Order 202\*

Made: xx xxxxxx 202\*

Coming into force: xx xxxxxx 202\*

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The Council of the London Borough of Southwark, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>a</sup>, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This Order may be cited as the London Borough of Southwark (Prescribed routes) (Toulmin Street and Trundle Street) Traffic Order 202\* and shall come into force on xx xxxxxx 202\*.

Interpretation

- 2.1 In this Order:-

causing includes permitting;

"carriageway" has the same meaning as in section 329(1) of the Highways Act 1980<sup>b</sup>;

"Council" means the Council of the London Borough of Southwark;

"enactment" means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment; and

"traffic sign" means a sign of any size, type and colour prescribed and authorised under, or having effect as though prescribed or authorised under section 64 of the Road Traffic Regulation Act 1984.

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

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<sup>a</sup> 1984 c.27

<sup>b</sup> 1980 c.66

Prescribed routes

*Toulmin Street*

- 3.1 No person shall cause any vehicle to proceed in Toulmin Street in a direction other than from north-east to south-west.
- 3.2 No person causing any vehicle to proceed in Great Suffolk Street shall, upon reaching its junction with Toulmin Street, cause that vehicle to enter into Toulmin Street.
- 3.3 Every person causing any vehicle to proceed in a south-eastbound direction in Bittern Street shall, upon reaching its junction with Toulmin Street, cause that vehicle to turn right into Toulmin Street.
- 3.4 Every person causing any vehicle to proceed in a north-westbound direction in Plckwick Street shall, upon reaching its junction with Toulmin Street, cause that vehicle to turn left into Toulmin Street.

*Trundle Street*

- 4.1 No person shall cause any vehicle to proceed in Trundle Street in a direction other than from south-west to north-east progressing into north-west to south-east.
- 4.2 No person causing any vehicle to proceed in Weller Street shall, upon reaching its junction with Trundle Street, cause that vehicle to enter into Trundle Street.

Exemptions

- 5.1 Nothing in Articles 3 and 4 of this Order shall apply in relation to:-
  - (a) anything done with the permission or at the direction of a police constable in uniform;
  - (b) any vehicle being used for ambulance, fire brigade or police purposes;
  - (c) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

Amendment of existing Order

- 6.1 Without prejudice to the validity of anything done, or to any liability incurred in respect of any act or omission before the coming into force of this Order, the London Borough of Southwark (Prescribed route) (Mint Street closure) (No. 1) Traffic Order 2014<sup>c</sup>, shall have effect as though Articles 3.2 and 3.3 of that Order, were omitted.

Dated this xxxxxxxxxxxx day of xxxxxxxxxxxx 202\*

[signature here]

DALE FODEN  
Head of Service, Highways  
Environment, Neighbourhoods and Growth

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<sup>c</sup> LBS 2014/034

## EXPLANATORY NOTE

*(This note is not part of the Order)*

This Order, on a permanent basis:-

- (a) introduces one-way south-westbound traffic working for all vehicles in the entirety of Toulmin Street with corresponding advisory 'right turn only' from Bittern Street, and 'left turn only' from Pickwick Street, and 'no entry' from Great Suffolk Street into Toulmin Street;
- (b) introduces one-way north-eastbound (progressing into south-eastbound) traffic working in the entirety of Trundle Street with corresponding 'no entry' from Weller Street into Trundle Street; and
- (c) formally removes (i) an existing south-westbound one-way working in part of Weller Street (between its junction with Lant Street/Toulmin Street and its junction with Trundle Street) and (ii) the corresponding prescribed turns from Lant Street and Toulmin Street,

in the London Borough of Southwark.