



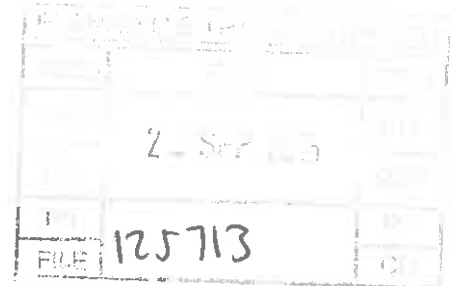
# THE HONOURABLE SOCIETY OF THE INNER TEMPLE

DIRECTOR OF PROPERTIES: R.J. SNOWDON FRICS

SURVEYOR'S OFFICE, THIRD FLOOR, 6 KING'S BENCH WALK, INNER TEMPLE, LONDON EC4Y 7DR

Carolyn Dwyer  
Director of the Built Environment  
Guildhall,  
London,  
EC2P 2EJ

17 September 2015



Dear Madam,

**Associated Proposals – North South Superhighway - Ref: DBE/CT/PA.**

We have picked up the details from the City of London website, dated 7 September 2015, for the proposals associated with the creation of the north/south cycle superhighway on behalf of Transport for London, which proposes to make orders under section 6 of the Road Traffic Regulation Act 1984.

Transport for London proposes to introduce a north-to-south cycle superhighway in the City of London. Of the proposals listed to facilitate the operation of that superhighway we have strong objections to the following -

Inter alia, it is proposed to:

1. Prohibit motor vehicles entering or leaving Tudor Street at its junction with New Bridge Street.
- 2.
3. Restore two-way working for vehicles in Bridewell Place.
- 4.
- 5.
- 6.

The reasons for the objection are as follows:

**1. Prohibit motor vehicles entering or leaving Tudor Street at its junction with New Bridge Street**

Tudor Street is the **only** access route for vehicles visiting the Temple. The Temple is occupied by the Honourable Society of Inner Temple and the Honourable Society of Middle Temple, and houses a large number of Barristers' Chambers employing in excess of 2,500 people across both sites. It is stressed again that Tudor Gate, at the western end of Tudor Street, is the **only** vehicular access point to the Temple.

Tel: 020 7797 8203

E-mail: [rsnowdon@innertemple.org.uk](mailto:rsnowdon@innertemple.org.uk)

The resident businesses receive numerous deliveries throughout the day, in vehicles of various sizes. The Inn's themselves, as part of the requirement to preserve and maintain the fabric of the buildings (mainly listed and all within a Conservation Area) undertake annual preventative maintenance requiring scaffolding, which can only be delivered by articulated lorry. The proposed closure of the junction of Tudor Street with New Bridge Street – and the proposal of using the narrow, right-angled Bridewell Place as an alternative - will cause great difficulty for the larger vehicles sending them into the oncoming carriageway in order to negotiate the turn. This will result in real difficulties for the running of the Temple as a thriving and world class employment centre for the legal profession. The creation of a traffic light controlled junction at the Tudor Street and New Bridge Street intersection, allowing exit to northbound and southbound carriageways, and the closure of the junction of Bridewell Place with New Bridge Street would seem to be a more sensible alternative, and avoid large vehicles having to negotiate the right angled turn within Bridewell Place.

**3. Restore two-way working for vehicles in Bridewell Place.**

As above, the utilisation of a narrow, right angled turn carriageway will place undue restrictions on the vehicles visiting the Temple from New Bridge Street.

These proposals could do untold damage to the daily life of the Temple, which the City of London appears to hold in high regard. It is urged that this is rethought in line with the suggestion above, so that this does not happen.

I would be grateful to be kept informed on any proposals relating to the City of London's consideration of this matter by email to [rsnowdon@innertemple.org.uk](mailto:rsnowdon@innertemple.org.uk).

Yours sincerely,





THE HONOURABLE SOCIETY OF THE  
**MIDDLE TEMPLE**

PLANNING & TRANSPORTATION		
REF	DATE	APP
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125785		

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Director of the Built Environment  
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25<sup>th</sup> September 2015

Dear Madam,

**Associated Proposals – North South Superhighway - Ref: DBE/CT/PA.**

I write in respect of the proposals by Transport for London to create a North-South cycle superhighway through the City of London. In order to facilitate this project, we understand that the proposal involves some drastic modification to the traffic flow on some routes.

You will be aware that my colleague, Richard Snowdon at Inner Temple, has already written to you setting out in detail the devastating effect the changes will have to the operation of the two Societies and I wish to add our strong support to the objections raised. It should also be noted that Tudor Street provides the only viable means of access for firefighting tenders and as such the proposal to restore two-way traffic flow to Bridewell Place, with its restricted turning capacity, could have a detrimental effect in an emergency.

The proposal put forward by Richard Snowdon to install traffic lights at the intersection of Tudor Street with New Bridge Street presents a logical solution and we hope that this is adopted so as to preserve the current access arrangements into the Temple.

Thank you for your assistance in this matter.

Yours faithfully,

**IAN GARWOOD**  
DIRECTOR OF ESTATES

## Lightfoot, Gerry

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**From:** Lightfoot, Gerry  
**Sent:** 17 December 2015 16:53  
**To:** Lightfoot, Gerry  
**Subject:** FW: PRO FW: City of London Enquiry COL:04354175

-----Original Message-----

From: [donotreply@cityoflondon.gov.uk](mailto:donotreply@cityoflondon.gov.uk) [<mailto:donotreply@cityoflondon.gov.uk>]  
Sent: 06 October 2015 15:11  
To: PRO Queue  
Subject: City of London Enquiry

Dear Contact Centre,

A new enquiry has been received on 15:10:23 06 Oct 2015, details are below:

Customer's Name: Mr Richard Massett  
Customer's Email: [richard@ltda.co.uk](mailto:richard@ltda.co.uk)

Subject: Associated Proposals - North South Cycle Superhighway - Ref: DBE/CT/PA Nature of enquiry:

Dear Sir

We would like to register an objection to the proposals to Prohibit motor vehicles entering or leaving Tudor Street at its junction with New Bridge Street and to Restore two way working for vehicles in Bridewell Place.

This is on the grounds that Bridewell Place is too narrow to safely accommodate two way traffic particularly as vehicles would have to negotiate a tight right angled turn in doing so. The street is busy with traffic much of which is made up by vehicles servicing premises within the Temple. The traffic includes some large articulated vehicles. In our view it would be very much preferable to construct a safe signalised junction at Tudor Street with New Bridge Street to avoid traffic having to use the less suitable Bridewell Place.

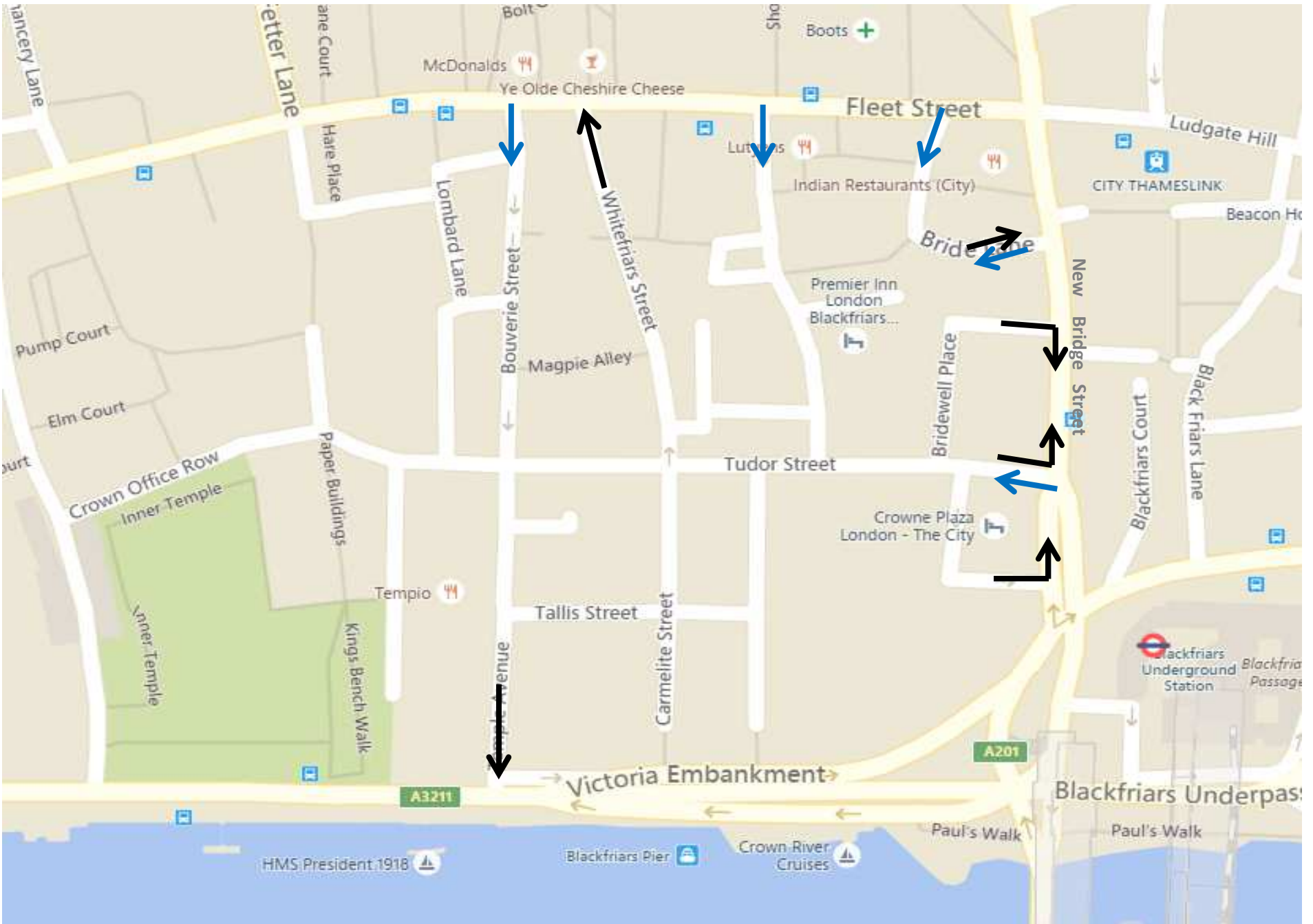
Yours Faithfully

This representation is made on behalf of the Licensed Taxi Drivers Association.

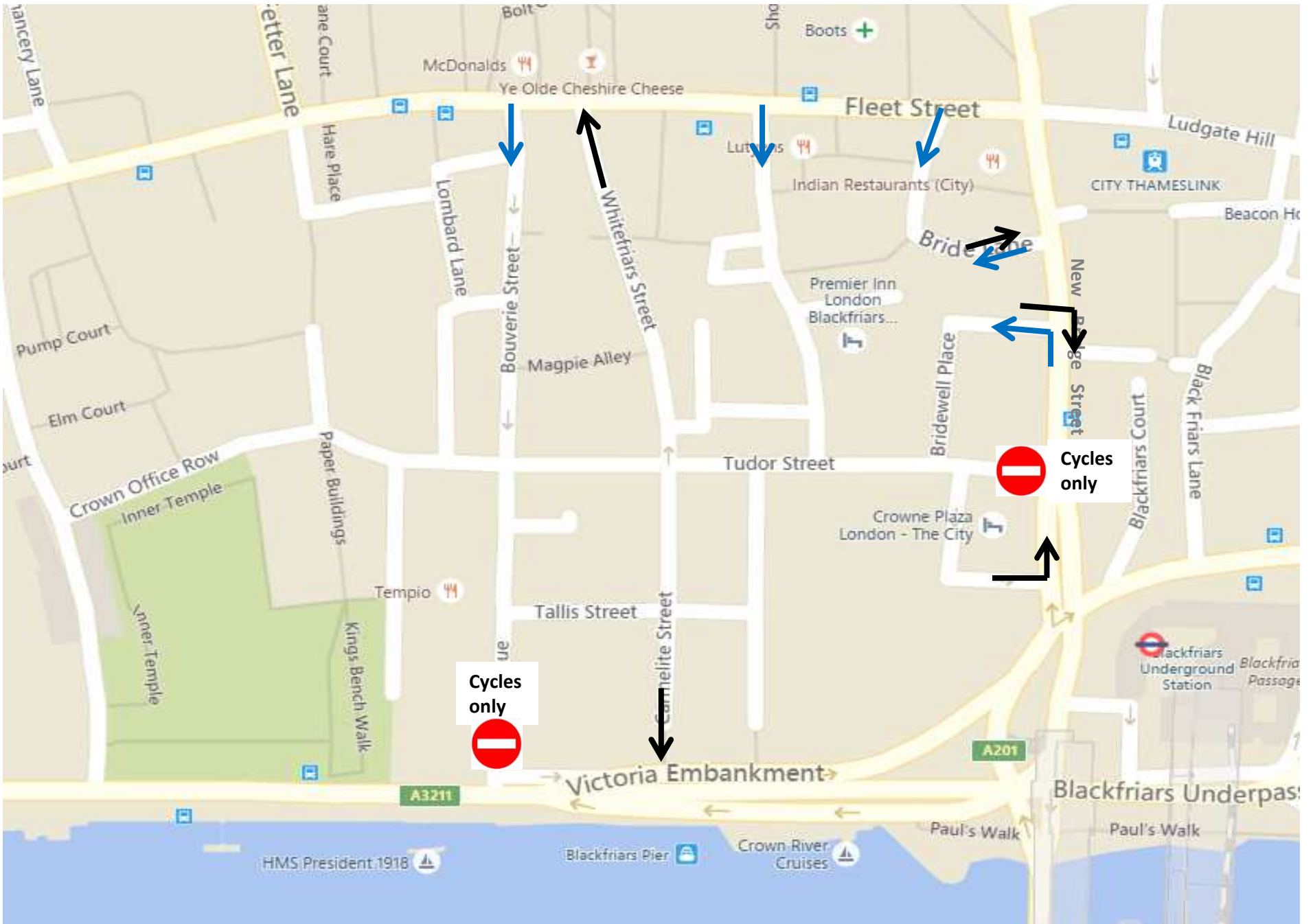
Form Reference: GE73109

Please action.

Thank you



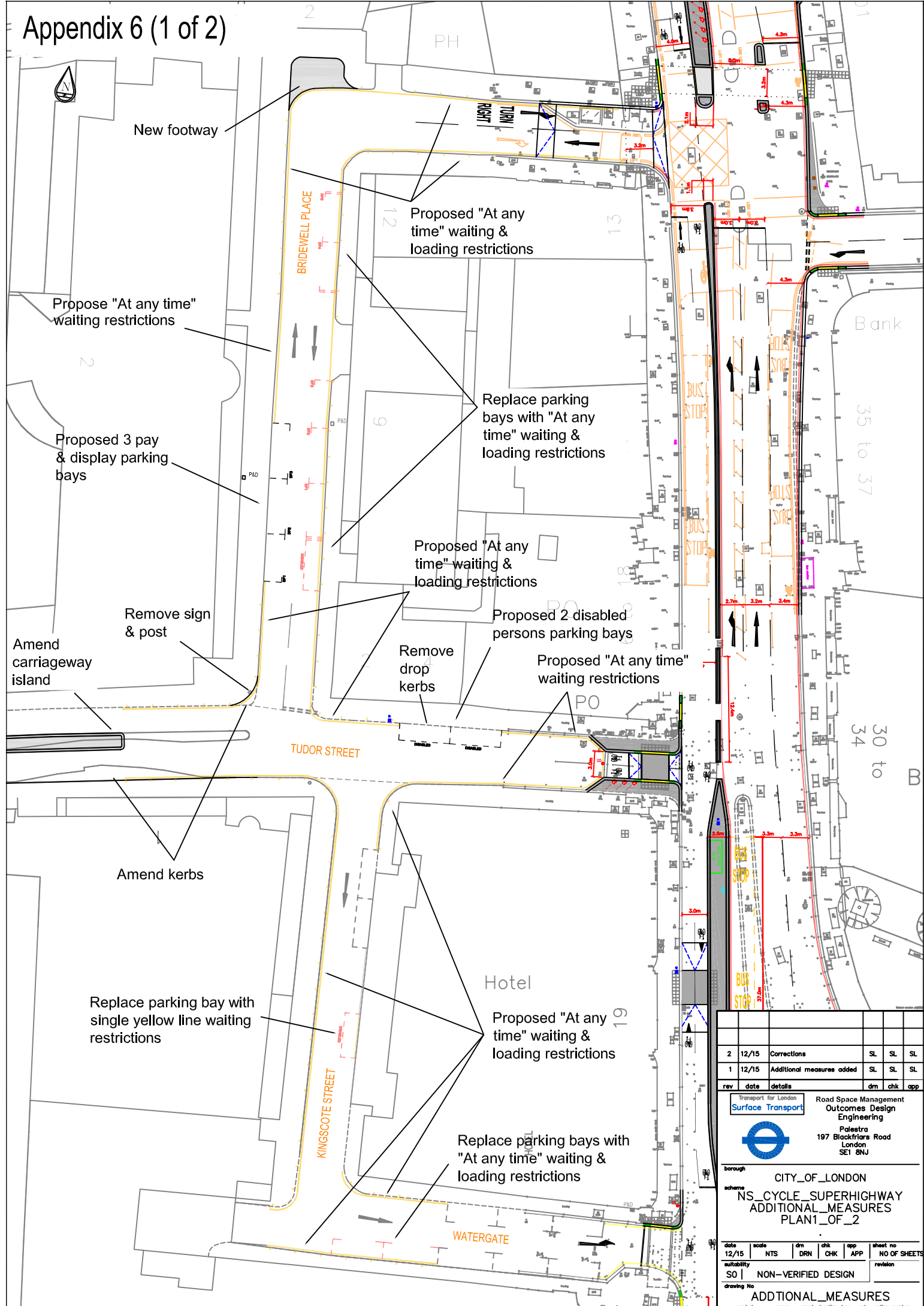
Appendix 3 – Existing access & egress routes



Appendix 5 – Amended access & egress routes



# Appendix 6 (1 of 2)



2	12/15	Corrections	SL	SL	SL
1	12/15	Additional measures added	SL	SL	SL

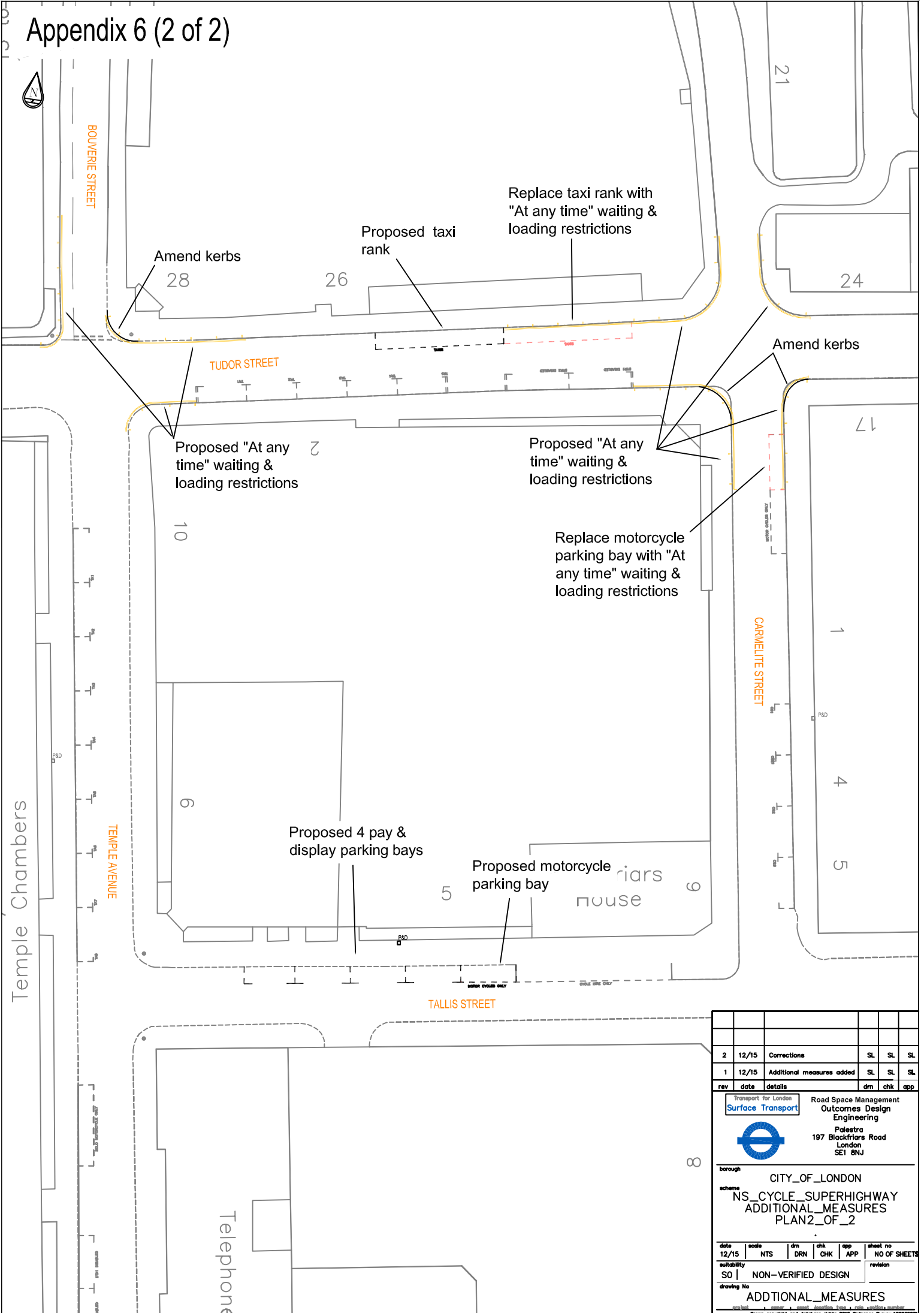
rev date details dm chk app  
 Transport for London  
**Surface Transport**  
 Road Space Management  
 Outcomes Design  
 Engineering  
 Paestra  
 197 Blackfriars Road  
 London  
 SE1 8NU

borough CITY\_OF\_LONDON  
 scheme NS\_CYCLE\_SUPERHIGHWAY  
 ADDITIONAL\_MEASURES  
 PLAN1\_OF\_2


date	scale	dm	chk	app	sheet no
12/15	NTS	DRN	CHK	APP	NO OF SHEETS
author	NON-VERIFIED DESIGN				revision
drawing No					
ADDITIONAL_MEASURES					

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# Appendix 6 (2 of 2)



2	12/15	Corrections	SL	SL	SL
1	12/15	Additional measures added	SL	SL	SL
rev	date	details	dm	chk	app


 Road Space Management  
 Outcomes Design  
 Engineering  
 Palestra  
 197 Blackfriars Road  
 London  
 SE1 8NU

borough CITY\_OF\_LONDON  
 scheme NS\_CYCLE\_SUPERHIGHWAY  
 ADDITIONAL\_MEASURES  
 PLAN2\_OF\_2

date	scale	dm	chk	app	sheet no
12/15	NTS	DRN	CHK	APP	NO OF SHEETS
autobility	NON-VERIFIED DESIGN				revision
drawing No	ADDITIONAL_MEASURES				

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