



**Gerry Lightfoot, Traffic Order Officer**

**Department of the Built Environment**

**City of London Corporation**

**Objections to the Proposals to close Tudor Street as part of the new  
Cycle Super Highway on New Bridge Street EC4**

I am writing to object on behalf of my constituents in the Inns of Court of Inner and Middle Temple who will be detrimentally affected by the current proposals to close Tudor Street into and out of New Bridge Street.

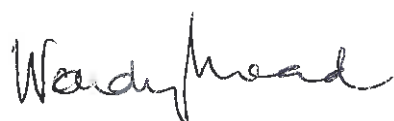
The barrier controlled main entrance to the Temple complex is at the western end of Tudor Street and is used by large scale delivery vehicles. The Bridewell Place alternative given in the consultation document is woefully inadequate, being too narrow for the proposed two-way traffic stream, even with some pavement reduction, and the acute right-angled bend will create, at the very least, altercations and at worst, head-on collisions.

That Tudor Street is to be closed off to facilitate the creation of a narrow island bus stop has been described as 'insane' and I tend to agree. To place alighting or waiting bus passengers between two fast moving cycle lanes on the one hand and one of the most congested routes through the City on the other, would be extremely dangerous especially as little provision is being made for bus passengers to cross the cycle lanes. Moreover the width of the proposed bus stop island will soon prove insufficient for the many workers alighting or more particularly waiting for a bus. The Chairman of Planning and Transportation has been working hard to improve road safety to bring down the incidence of road death and serious injury. I feel this proposal will be a serious set-back to his endeavours.

As Chairman of Port Health and Environmental Services, I am responsible for air quality and the position of this bus stop flies in the face of all we are doing to protect the residents and workforce from the unhealthy and life threatening effects of pollution and poor air quality by advising at all times to walk as far from the kerb as possible and to take quiet routes.

I urge you to take account of the strong feeling against this proposal and find a compromise that will be more satisfactory to residents and workers in the Temple but more importantly will not put lives at risk.

Yours sincerely

A handwritten signature in cursive script that reads "Wendy Mead". The signature is written in black ink and is positioned below the text "Yours sincerely".

Wendy Mead OBE CC

Chairman, Port Health and Environmental Services Committee

## Lightfoot, Gerry

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**From:** Lightfoot, Gerry  
**Sent:** 07 January 2016 14:22  
**To:** Lightfoot, Gerry  
**Subject:** FW: 'North-South Cycle Superhighway

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**From:** Charles Samek [<mailto:cs@littletonchambers.co.uk>]  
**Sent:** 17 December 2015 15:40  
**To:** PLN - City Transportation  
**Subject:** 'North-South Cycle Superhighway

Dear Sir / Madam,

I wish to **object** most strongly to the proposed road changes as outlined in your letter of 10/12/15 to Mr R Snowdon. The proposed changes are completely unworkable and would cause traffic to pass down streets which are wholly unsuited to the flow proposed.

Moreover, the changes are unnecessary for the safe and proper functioning of the highway and would cause tremendous inconvenience to road users and result in much heavier traffic congestion down Fleet Street and result in unnecessarily longer journeys with the attendant increase in omissions.

Yours sincerely,

Charles Samek Q.C.

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## Lightfoot, Gerry

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**From:** Lightfoot, Gerry  
**Sent:** 07 January 2016 14:24  
**To:** Lightfoot, Gerry  
**Subject:** FW: 'North - South Cycle Superhighway'

**From:** Geoffrey Hamer [<mailto:geoffreymalmqvisthamer@gmail.com>]  
**Sent:** 01 January 2016 18:31  
**To:** PLN - City Transportation  
**Subject:** Re: 'North - South Cycle Superhighway'

26 Victoria House,  
25 Tudor Street,  
London EC4Y 0DD.  
1st January, 2016.

Your ref. DBE/CT/NS CSH 2

Dear Mr Simmons,

Thank you for your consultation letter of the 10th December, 2015, concerning your proposals for adversely affecting traffic flow in the Tudor Street area. As a resident and council tax payer, I have examined your proposals and find them largely unacceptable. For example, if there is to be no access for motor vehicles from New Bridge Street into Tudor Street, the carriageway island in Tudor Street no longer serves any useful purpose!

While I appreciate that your policy is exclusively for the benefit of cyclists, they represent only a small fraction of road users in the Tudor Street area and, accordingly, there must be consideration shown to others, particularly pedestrians and motorists, i.e., the majority of users. Clearly, the closure of the New Bridge Street / Tudor Street entrance-exit and the Temple Avenue / Embankment exit to motor vehicles will contribute to grid-lock in the area. Further, the entire area to the south of Fleet Street is totally devoid of pedestrian crossings! So much for pedestrian safety! Furthermore, in recent years both Bouverie Street and Carmelite Street (from Tudor Street to Fleet Street) have been made one way streets for motor vehicles, but two way for bicycles, thereby giving cyclists priority over all other road users, particularly pedestrians, at the corners on Tudor Street. This regularly places pedestrians in danger from cyclists exercising their right to ride against the traffic flow/direction.

Hence, I suggest that pedestrian crossings be established on all corners in the area, including the entrances to both Cycle Super Highways and that these crossings be traffic light controlled and with indication that crossing rules also apply to cyclists.

I trust that my comments will assist you in your deliberations and I look forward to a satisfactory outcome with respect to your consultation.

Yours sincerely,

Geoffrey Hamer, Ph.D., C.Eng.

## Lightfoot, Gerry

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**From:** PLN - City Transportation  
**Sent:** 04 January 2016 14:53  
**To:** Lightfoot, Gerry  
**Subject:** FW: North South Cycle SuperHighway

**Importance:** High

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**From:** Desiree Artesi [<mailto:DArtesi@thomasmore.co.uk>]  
**Sent:** 04 January 2016 14:42  
**To:** PLN - City Transportation  
**Cc:** [rsnowdon@innertemple.org.uk](mailto:rsnowdon@innertemple.org.uk)  
**Subject:** North South Cycle SuperHighway  
**Importance:** High

### Statement of Objections and Grounds

Dear Carolyn Dwyer,  
Director of the Built Environment,

I am a resident and practising barrister of the Inner Temple. I write further to the letter/email dated 10 December 2015 from Steve Pesland ( Transport and Public Realm Director), and Iain Simmons (Deputy Director – Built Environment) respectively, regarding the proposed changes in respect of which the Statement of Reasons are:

“The introduction of the additional waiting and loading restrictions will assist traffic flow in the streets and at the junctions by preventing obstructive deliveries and parking.  
The amendments to the parking places will assist goods vehicles to negotiate certain turns within the area while remaining fully on the carriageway.”

Whilst it is right that the removal of obstructive parking and deliveries does assist traffic flow, I am concerned that the proposals as they stand will in fact have the effect of making deliveries to residents in the Inner Temple impossible. In particular,

“the replacement eastern access route would be via Bridewell Place. This is a narrow street, with a right-angled turn, which they would make a two-way street. This would involve larger vehicles having to negotiate three right-angled turns from New Bridge Street into Tudor Street and involve the crossing of the carriageway into Tudor Street. This is considered wholly unsuitable. Additionally, the Corporation of London advocate Bouverie Street as an alternative access route from the north. This is also narrow, and often further constricted by parking for the Polish Embassy, a disabled parking space and the cycle hire stands. No proposals have been received which shows any proposed alteration to these constrictions.”

Could you kindly consider how you could perhaps address this oversight? I am sure that a transport assessment and travel plan in keeping with Core Strategy CS16 would reflect this.

Kind regards,

Desiree A A Artesi

Thomas More Chambers  
7 Lincoln's Inn Fields  
WC2A 3BP  
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citytransportation@cityoflondon.gov.uk

'North-South Cycle Superhighway'.

To the Director of the Built Environment - Reference DBE/CT/TMO-GL

I am a resident in the Inner Temple and work in Salisbury Court.

I am Chair of the Temple Residents Association. By reason of the very short period of consultation (the consultation letter was dated 10<sup>th</sup> December 2015 and requires a response by 6<sup>th</sup> January, notwithstanding the Christmas and New Year period) there has not yet been an opportunity for the TRA Committee to consider the proposals.

The vehicular access for both Inner and Middle Temples is via Tudor Street. This includes a substantial number of delivery vehicles for business and residential use and daily refuse collection by a number of vehicles. The Inns accommodate several thousand barristers and over 100 residential flats, as well as being the headquarters of the aforementioned Inns of Court (administrative offices, dining halls, meeting rooms, 2 substantial libraries, gardens where large-scale functions are often held, the Temple Church).

It is understood that the present proposals flow from an intention to close off the current access/egress from New Bridge Street into/from Tudor Street to accommodate the north-south cycle superhighway

I object to the following proposals (I refer to the numbered paragraphs in the Notice) in particular (but not only):

"3. It is proposed in:

(a) **Bouverie Street** to introduce 'at any time' waiting and loading restrictions extending from the junction with Tudor Street 2.7 metres on the east side and 15.4 metres on the west side."

The proposal is inadequate. The northern end of Bouverie Street is not addressed at all. There, the usable carriageway is very narrow in width because of a disabled parking bay (east side) and a dedicated cycleway on the western side; moreover, a little further south on the eastern side there are approximately 30 "Boris" bicycle hire stands in the carriageway and immediately opposite a very narrow section of footway on the western side (alongside the entire length of no 8 Bouverie Street). Immediately to the south of this section of Bouverie Street is the Polish Embassy where vehicles will necessarily need/seek to wait.

Bouverie Street is not, therefore, presently a suitable route to accommodate safely or otherwise satisfactorily a substantial increase in vehicular movement, especially delivery vehicles; and the proposed measures are insufficient.

Perversely, measures to improve the cyclist's journey seem to be at the expense of introducing dangers for other road users.

Although the closure of the New Bridge Street/Tudor Street is taken as a given in this consultation exercise, the proposed measures (above and below) call into serious question the wisdom of this measure. (It is not clear why cyclist is not to be accommodated in the central section of New Bridge Street, allowing delivery vehicles

to turn into and out of side roads? – all traffic including cyclists will in any event have to stop at the Ludgate Circus traffic lights.) The whole scheme appears to be an expensive, ill-thought-through, proposal.

**“3. (b) Bridewell Place:-**

- (i) to introduce ‘at any time’ loading restrictions throughout the east-west arm; and
- (ii) in the north-south arm:-
  - (A) to remove the P&D parking place with two parking bays and the disabled persons parking place on the east side outside ‘Bridewell Gate’ No. 9 and No. 12;
  - (B) to relocate the P&D parking place with three parking bays from the east side outside ‘Bridewell Gate’ No. 9 to the west side at the rear of the ‘Premier Inn’ hotel, Nos. 1-2 Dorset Rise;
  - (C) to introduce ‘at any time’ waiting and loading restrictions on the east side;
  - (D) to introduce ‘at any time’ waiting restrictions on the remaining lengths of kerblines on the west side, north and south of the parking place in (B) above;
  - (E) to introduce ‘at any time’ loading restrictions on the west side between the parking place and the junction with Tudor Street; and from the northern extremity to a point 15 metres north of the parking place.”

The above proposals do not appear to make it possible for 2 vehicles to pass each other where traffic using the east-west arm of Bridewell Place turns into (and across the notional centreline of) the north-south arm.

Given that this is proposed to be a main route to/from Tudor Street, it is astonishing that 2-way traffic, particularly delivery vehicles, can be contemplated.

The consultation letter dated 10<sup>th</sup> December suggests that, in addition to Bridewell Place and Bouverie Street, the other ‘entry’ point will be Dorset Rise/Salisbury Court. This road again is totally unsuitable: beginning at its north end with Fleet Street, it is narrow because of a dedicated cycle lane and has a shared level with the adjoining pavements. This is hardly appropriate for turning delivery vehicles. A short way down the street there is a dedicated bay on the eastern side for doctors’ parking, making vehicular traffic even by a single car impossible (other than by mounting the pavement on the western side) and in any event the cycle lane must be used; moreover along the whole length of the street there are only single yellow lines on either side. After the square there are dedicated parking bays on the western side of the street followed by dedicated motorcycle bays for approximately 12 motor cycles. It appears that none of these restrictions will be altered or removed by the proposed changes.

Richard Humphreys

6<sup>th</sup> January 2016