

# Appendix 1



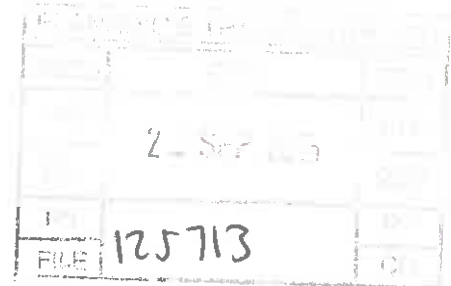
## THE HONOURABLE SOCIETY OF THE INNER TEMPLE

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	SPD
	30	
125785		

Estates Office  
Carpmael Building  
Middle Temple Lane  
London, EC4Y 7AT

T 020 7427 4840  
E [i.garwood@middletemple.org.uk](mailto:i.garwood@middletemple.org.uk)

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

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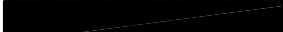
**From:** Lightfoot, Gerry  
**Sent:** 17 December 2015 16:53  
**To:** Lightfoot, Gerry  
**Subject:** FW: PRO FW: City of London Enquiry COL:04354175

-----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: 

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

## Lightfoot, Gerry

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**From:** PLN - City Transportation  
**Sent:** 18 December 2015 10:42  
**To:** Lightfoot, Gerry  
**Subject:** FW: ref DBE/CT/NS CSH 2: North-South Cycle Superhighway Consultation

This was sent to the [citytransportation@cityoflondon.gov.uk](mailto:citytransportation@cityoflondon.gov.uk) email address

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**From:** Jasper Warwick [REDACTED]  
**Sent:** 17 December 2015 23:54  
**To:** PLN - City Transportation  
**Subject:** ref DBE/CT/NS CSH 2: North-South Cycle Superhighway Consultation

I wish to object to the closure of the junction of Tudor Street and New Bridge Street. It will lead to chaos for deliveries to the Temple. It would make far more sense to retain the Tudor street junction and expand it so that traffic can exit and entre from both the north and south.

I will refrain from pointing out that millions of pounds have been spend only two years ago redesigning the junction opposite Blackfriars which if this new work is to be carried out will be completely wasted.

**Jasper Warwick**





**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.

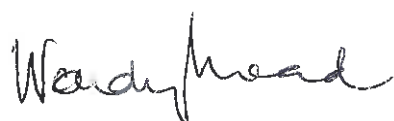
The barrier controlled main entrance to the Temple complex is at the western end of Tudor Street and is used by large scale delivery vehicles. The Bridewell Place alternative given in the consultation document is woefully inadequate, being too narrow for the proposed two-way traffic stream, even with 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 [REDACTED]  
**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.

This message has been scanned for malware by Websense. [www.websense.com](http://www.websense.com)

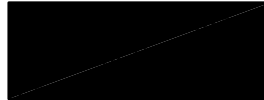


## Lightfoot, Gerry

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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 [REDACTED]  
**Sent:** 01 January 2016 18:31  
**To:** PLN - City Transportation  
**Subject:** Re: 'North - South Cycle Superhighway'



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 [REDACTED]  
**Sent:** 04 January 2016 14:42  
**To:** PLN - City Transportation  
[REDACTED]  
**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,

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

**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. I should add that I am a tenant at Francis Taylor Building and therefore likely to be directly affected.

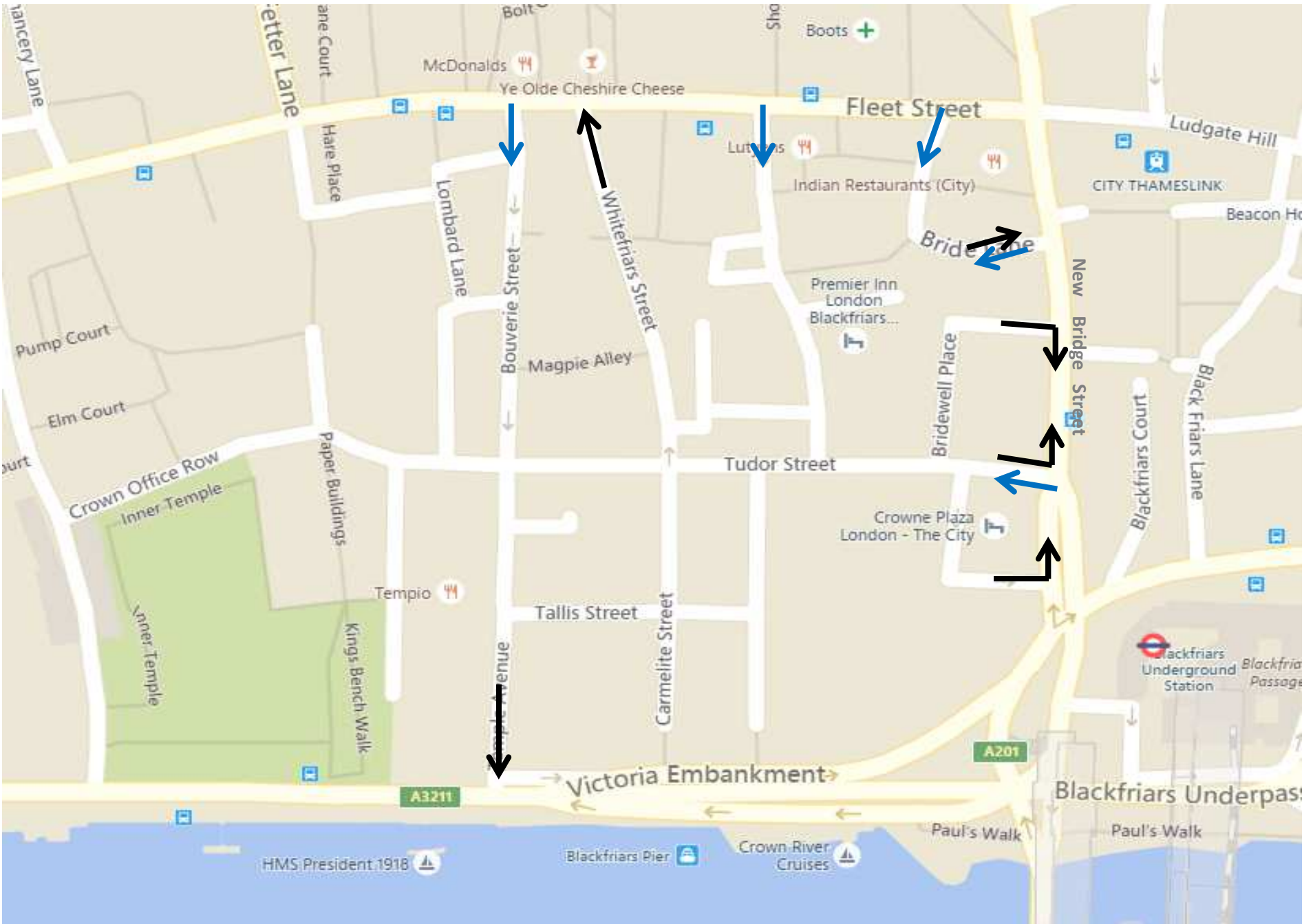
I have read the letter dated 22 December 2015 submitted by my fellow ward councillor Mary Mead OBE (attached to this email) I agree entirely with it and adopt the representations she makes *mutatis mutandis*.

I add that I anticipate that many of the barristers may not have appreciated the nature of the proposal particularly since the consultation coincided with the Christmas vacation. I would ask that consideration be given to a more effective consultation process be undertaken.

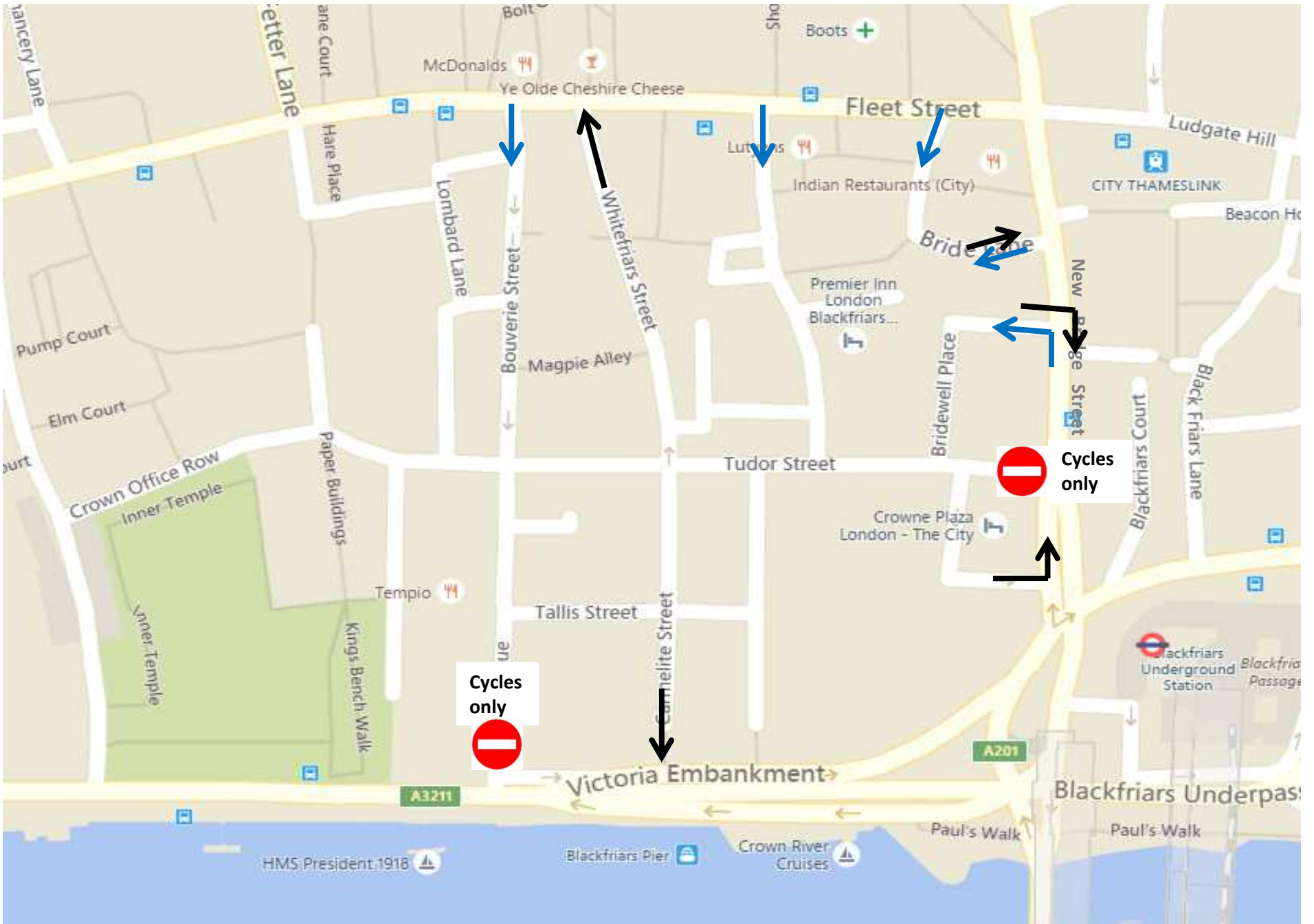
Yours sincerely,

**Gregory Jones QC, CC**

**(Farringdon Without)**

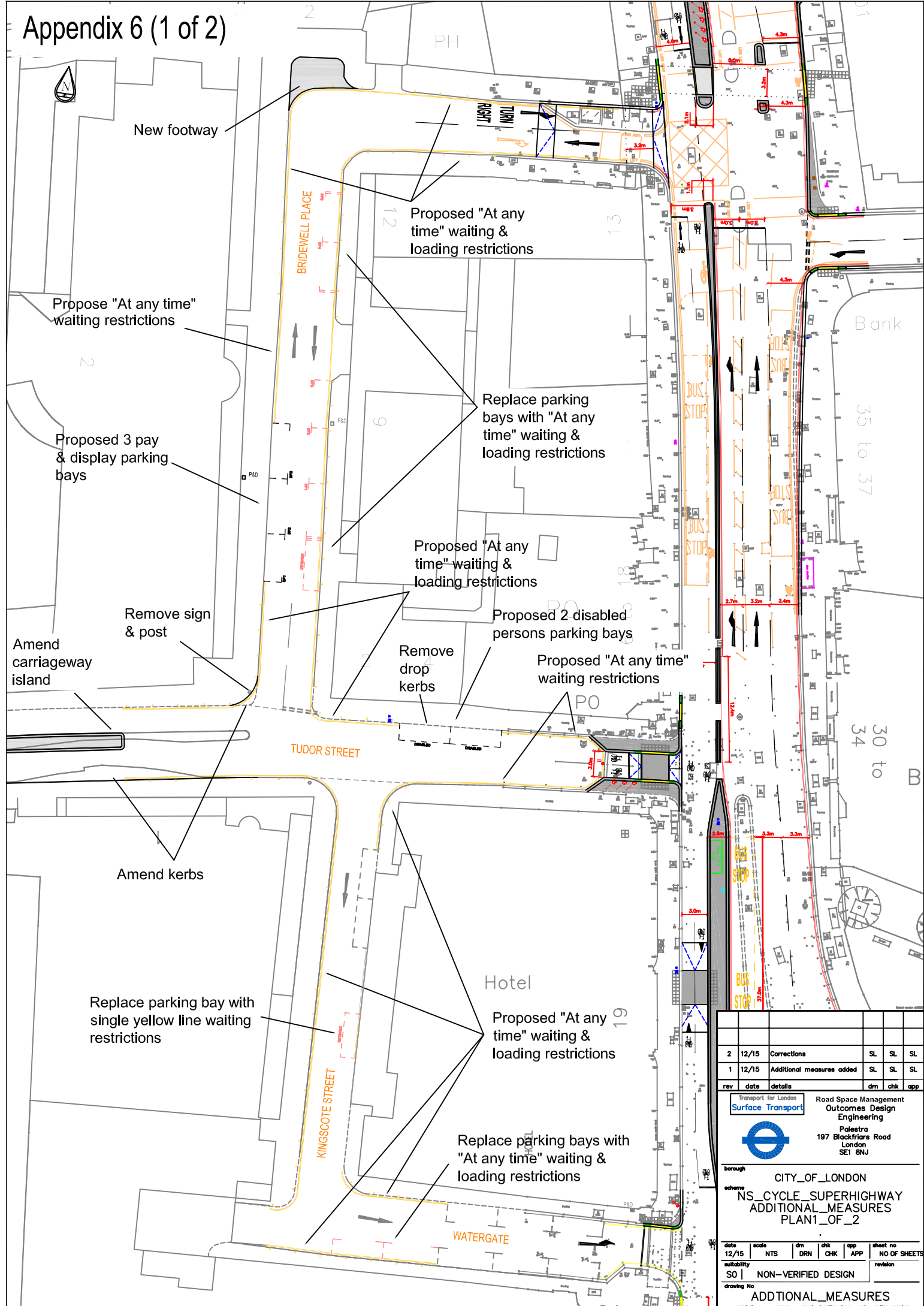


Appendix 3 – Existing access & egress routes



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

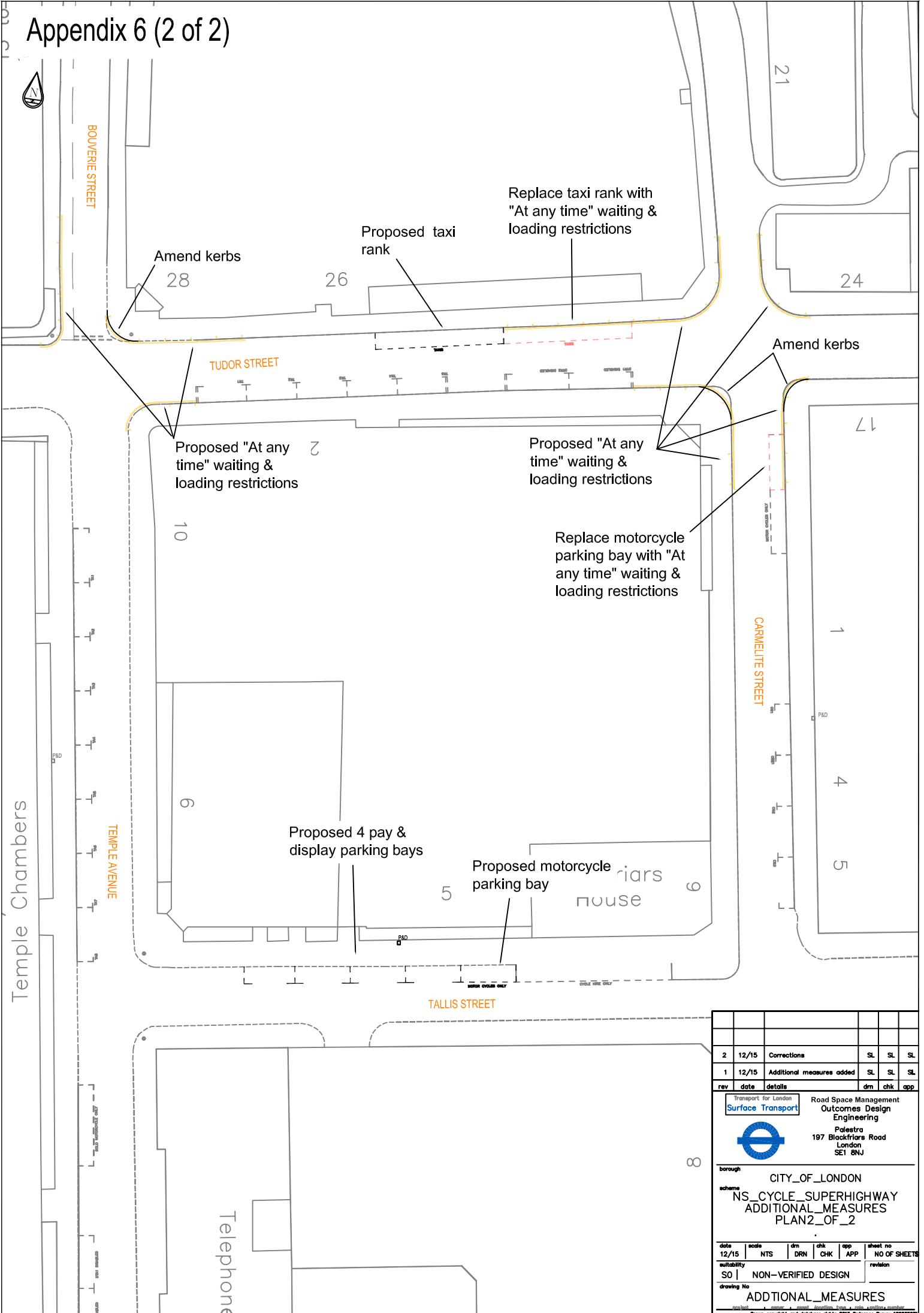
borough CITY\_OF\_LONDON  
 scheme NS\_CYCLE\_SUPERHIGHWAY  
 ADDITIONAL\_MEASURES  
 PLAN1\_OF\_2

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

Transport for London  
**Surface Transport**

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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## Appendix 7

# Transport for London



Councillor Marianne Fredericks  
Chairman of Streets and Walkways Sub Committee  
City of London Cooperation  
Members' Post Room  
PO Box 270  
Guildhall  
London EC2P 2EJ

Transport for London  
Road Space Management

Nigel Hardy  
Head of Project Sponsorship  
Transport for London  
3rd floor - Palestra  
197 Blackfriars Road  
London, SE1 8NJ

Phone 020 3054 0385  
Nigel.Hardy2@tfl.gov.uk

05 February 2016

Dear Cllr Fredericks

### **Traffic Management Order for closure of Tudor Street**

Thank you for giving up your time to chair the meeting on 28 January. I feel it was a good opportunity to further engage with local stakeholders in the City of London to discuss the proposed Traffic Management Order to close Tudor Street to motor traffic as part of the North-South Cycle Superhighway.

As you know we have been working closely with City of London officers to develop the Cycle Superhighway, and the proposals for Tudor Street in particular. I explained at the meeting that we are fully confident in the designs that have been developed and the consultation that has taken place. Nonetheless, I promised to reiterate some of the key points to you in writing, which you will find enclosed.

I trust this provides the reassurance you asked for. As I confirmed at the meeting, whilst we have full confidence in the design proposals, we will monitor the closure of Tudor Street following implementation and if it is deemed that the current proposals are not operating as expected, changes will be made.

Finally I would like to pass on my thanks to the City of London officers involved in this process and the collaborative approach taken. I look forward to this continuing.

Yours sincerely

Nigel Hardy  
Head of Project Sponsorship

## **Public Consultation**

The North-South (CSNS) and East-West Cycle (CSEW) Superhighway consultations ran from 3 September to 9 November 2014. We received 6,309 direct responses to the CSNS consultation alone of which 86% indicated full support and 3% partial support.

We undertook wide-ranging activity to raise awareness of the consultation, including:

- Leaflets to 230,000 addresses in postcodes within a 0.5 mile radius of the route
- Emails to over 2 million registered transport users on the TfL database (including Bus users, registered Oyster users, Congestion Charge payers, Barclays Cycle Hire members)
- Emails to over 700 stakeholder organisations
- Meetings with over 100 stakeholders prior to and during the consultation including meeting those on the proposed route
- Press releases and social media
- Press adverts and online including Google text ads, Facebook banners, postcode-targeted MMS messaging and face-to-face leafleting to promote consultation drop-in events.

The full detail of the proposals – including the closure of Tudor Street to motor traffic – was available on the TfL website. Paper copies of the consultation information were also available on request, along with large format displays at various public events which took place throughout the consultation. Paper response forms were available at public events, where members of the project design teams were present to discuss the proposals with visitors and answer questions.

During the consultation, the project team also undertook a 'door-knocking' exercise visiting every frontage along the route to explain the proposals and discuss their loading and servicing requirements.

## **Traffic Management Order consultation process**

As part of the City of London (CoL) and TfL's statutory duty to advertise changes to Traffic Management Orders, the Orders for the banning of turns from New Bridge Street to Tudor Street were advertised by TfL between 23 June and 14 July 2015 and the banning of turns from Tudor Street on to New Bridge Street by CoL between 7 September and 9 October 2015. These consultations followed standard procedures based upon best practice.

The notices of intent were advertised in the local press (London Gazette and City AM) and notices were put up on lamp columns in the vicinity of Tudor Street i.e. at Blackfriars Junction, Ludgate Circus, New Bridge Street and within the Temple area.

## **Carmelite Street**

As part of the CSEW proposals, Carmelite Street will be opened up to motor traffic and enable vehicles to turn right onto Victoria Embankment and turn left on to the Blackfriars Junction slip road and access Upper Thames Street via Queen Victoria Street and Puddle Dock. At the meeting on 28 January, it was asked whether it would be possible for vehicles to turn out of Carmelite Street and then left directly on to Victoria Embankment and through Blackfriars Underpass.

Given the presence of the retaining wall between the slip road and underpass, and therefore acute angle of the junction, it would not be possible for vehicles to safely turn left from the slip road towards Blackfriars underpass. We explored whether a direct link from Carmelite Street to Blackfriars Underpass could be created by removing a section of the retaining wall, however vehicles would need to cross two traffic lanes and a cycle track, which would not be safe without signalling this movement. Owing to constraints of the road space within the Blackfriars Underpass, the necessarily signal infrastructure cannot be safely accommodated to achieve this.

## **Blackfriars station bus stop**

The CSNS proposals include the relocation of the northbound bus stop on New Bridge Street to the south of Tudor Street, closer to Blackfriars station. At this location, there is enough width for cyclists to safely bypass the bus stop as well as to accommodate a 2.5m wide island for bus passengers and space for northbound traffic to pass a stopped bus.

We have established the requirement for a 2.5m wide island by working closely with accessibility groups regarding the design of bus stop bypasses to ensure they are fully accessible. This width enables a ramp to be deployed and a wheelchair user to disembark safely on to the island. The width also takes into account bus passenger data to ensure there is adequate space for waiting and alighting bus passengers.

Given the physical constraints of the road layout in this area, it is not possible to maintain the bus stop in its current location or to relocate the stop further north or south as there is insufficient road space. Nor would it be viable to remove it as this stop serves Blackfriars station.