

15 February 2019

Dear Sir/Madam,

**Southwark Movement Plan – Team London Bridge consultation response.**

Team London Bridge (TLB) represents over 300 businesses in an area bounded by Borough High Street, Newcomen Street, Snowsfields, Druid Street, Tower Bridge Road and the River Thames including HMS Belfast.

Our mission is to ensure that London Bridge excels as a leading place for global commerce and continues to develop as a pioneering local centre for enterprise, culture and entertainment. We believe that creating an accessible and attractive place that is focused on people and quality of life is critical to our success.

We work with our businesses, landowners and highway authorities (LB Southwark and TfL) to shape the district in a way that reflects our shared values and aspirations. Through our work on place shaping, we aim to create a world-class environment that is attractive, engaging and distinctive, which frames the area's heritage and its qualities as a place for modern business. In the context of creating sociable places, and our status as a flagship transport interchange, we therefore prioritise clean, safe travel on foot, cycle and public transport.

The London Bridge Plan, which is endorsed by LB Southwark, sets out our proposals for place-shaping in the District. Our ambitions include the creation of an iconic High Street (Tooley Street) and St Thomas Street 'Boulevard' where pedestrians and cycles are prioritised. The Low Line is an exciting initiative that creates additional business and retail space as part of a new walking destination for London. We also set out proposals to create and link together green spaces, knowing that these places are important for good mental health because they provide relief from the built environment.

As an active member of the London Bridge Transport Board for several years, chaired by TfL, we deliver projects that promote outcomes which now fit under the 'Healthy Streets' banner, particularly public realm, reducing the impact of business freight and promoting cycling.

Our new Cycling Strategy, launched in November 2018, demonstrates our support for extending CS4 from Tower Bridge Road to and across London Bridge and for enabling two-way cycling on existing one-way streets. We also identify locations for additional cycle parking and set out proposals for cycle hire and cycle logistics. Following this strategy we have won TfL funding to develop a demonstration cargo cycle logistics project.

We are pleased to have this opportunity to respond to the emerging LB Southwark Movement Plan and the Consultation Local Implementation Plan. Our response shows clear links between our own ambitions and those expressed by the Council and we set out to promote projects that will deliver our joint objectives for the BID area and beyond. We hope that these projects will appear in the more detailed Annual Monitoring Reports and can be more prominently referenced in the strategic Movement Plan documents.

We have set out our comments as follows:

1. A summary response which is approximately aligned with the questionnaire and draft LIP Missions and Actions; and a list of what we would like the LIP to include.
2. A response to the proposed LIP budget distribution.
3. The role of TLB and other BIDs in a continuing partnership
4. A detailed response to the online Questionnaire (selected questions).
5. A detailed response to the LIP's Missions and Actions, which match those in the Movement Plan.

## 1. Summary response

Our summary response approximately aligned with themes in the questionnaire and LIP document.

1. We agree with the focus on creating an **inclusive borough for people**
2. We agree that **vision zero** and **road danger reduction** are critical and can be used to inform all other policies and proposals
3. We agree that **walking and cycling should be prioritised** to promote efficient transport and active travel. We would like there to be greater emphasis on the **Healthy Streets** approach and outcomes supported by the GLA and TfL so that there can be greater coordination of effort.
4. We agree with investment in **bus services**, but in particular making services run more reliably and in conjunction with improving air quality – particularly in Central London.
5. We agree with a **demand responsive approach to kerbside parking**
6. We agree that **kerbside parking and loading should be kept under review** and changed
7. We agree that the LIP should contribute to creating **sociable places with areas of green space, planting and places to gather**
8. We agree that **motor traffic should be reduced**
9. We agree that **air quality** should be improved, and **noise** should be reduced

We would like the LIP to include a range of measures that contribute to **healthy streets** objectives:

1. A **Liveable Neighbourhood** for London Bridge covering all borough-owned streets and spaces, potentially covering neighbouring areas too.
2. Specific measures to **calm traffic** and **reduce road danger**.
3. **De-cluttering and simplification of spaces**, particularly for pedestrians and cyclists with disabilities.
4. Specific support for the **Low Line** as a new walking destination for London, through the planning system but also enabling movement across all road junctions.
5. Specific support for **London Bridge High Street** and **St Thomas Street boulevard** as referred to in the London Bridge Plan.
6. Specific measures to support a **walking** environment that is safe, accessible, distinctive and engaging, including: wider and better footways; decluttering; quality spaces and supportive street furniture; wayfinding; lighting; urban greening; public art; and formal and informal crossings that reduce pedestrian wait times and increase comfort levels
7. Specific measures to support **cycling** including completion of **CS4**, **contraflow cycling** and **more cycle parking**.
8. Specific measures to support low impact **logistics** including a mode shift to **cargo-bikes** and **wider consolidation strategies**.
9. Specific measures to support improved **air quality** including mode shift and a **Local ULEZ** and the promotion of tranquil, low-exposure routes.
10. Measures to **reduce rat running and the number of short car trips** including filtered permeability where appropriate.
11. Measures to reduce **noise**, through a mode shift to walking, cycling and electric-powered vehicles.
12. Improved focus on accessibility in walking, cycling and public transport, but also common-sense solutions.

### Response to proposed LIP budget distribution

1. The proposed budget distribution is too heavily weighted in favour of 'encouragement' activities and studies with relatively little allocated to infrastructure. We believe that the case has been made for investment and now is the time to plan, design and build infrastructure that will support and stimulate walking, cycling and public transport.
2. We would like to see reference made to submitting Liveable Neighbourhood funding bids; in particular we believe that London Bridge and the neighbouring area to the south including Bermondsey Street would be a prime candidate given its mix of world-class employment, local businesses including start-ups, and residential uses.

### **Our role in a continuing partnership**

The Movement Plan should recognise explicitly the partnership with TLB, alongside other BIDs to ensure that the Movement Plan is supportive of a flourishing business environment.

TLB is keen to continue working in partnership with the Council and other bodies including TfL, Network Rail, landowners and businesses to deliver success for London Bridge. We have already set out our ambitions in the London Bridge Plan and the recently launched London Bridge Cycling Strategy.

We would be pleased to perform a more involved role. As well as continuing to offer detailed responses to consultations we can provide practical assistance in the form of surveys and engagement of our businesses to help guide your policies and programmes. We can undertake small-scale studies (such as Healthy Streets Assessments) to support investment proposals and decisions, and of course we continue with our own public realm schemes – from creating new green spaces and benches to TLB-branded cycle parking.

Business Improvement Districts in general act as conduits for their commercial, community and public sector members to express their needs and aspirations. We help to bring about inward investment and we promote a united vision as a result of our five-year timespans. We want to make a positive, sustainable and lasting impact as a responsible voice for people, place and environment, and we realise that our partnerships are critical to achieving our success.

The pages that follow provide our detailed answers to the online Movement Plan questionnaire and the strategic proposals in the Local Implementation Plan. We would be pleased to meet with you to discuss our response further or answer any questions you may have.

Yours sincerely



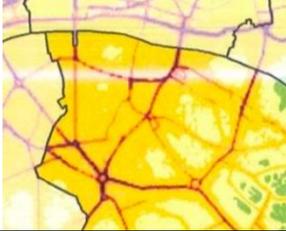
Jack Skillen  
Placeshaping Director  
Team London Bridge

**Detailed response: consultation questionnaire**

Questionnaire – summarised questions	Our questionnaire answers <b>Our view of people’s experience of travelling in London Bridge.</b>	TLB London Bridge Plan and Cycling Strategy <b>We would like to see:</b>
<b>1. Places most visited</b>	<p>Five major trip generators, those we consider most important first:</p> <ol style="list-style-type: none"> <li><b>London Bridge Station</b> capacity has been increased by 60% with additional entrances on St Thomas’ Street and Tooley Street. Significant pedestrian movements are observable to and from the new entrances, particularly during peak times.</li> <li><b>Guy’s Hospital and KCL</b> joint campus.</li> <li><b>London Bridge</b> and Tower Bridge, both major commuter routes and tourist destinations</li> <li><b>Thames Walk</b> for tourism and a major destination for office, culture and retail.</li> <li><b>The Shard</b> and <b>new development sites</b> coming forward on St Thomas Street.</li> </ol>	<p>We would like to see investment across the entire TLB area and beyond to encourage people to explore the area and spend more time here.</p> <p>This involves these places of major footfall, but also the links between areas, where movement is often limited through poor legibility and severance (health campus, railways, historic alleys etc).</p>
<b>2. How people travel</b>	<p><b>11% of employees in London Bridge cycle to work</b> compared with 4.5% across the rest of LB Southwark. 50% travel by train, 21% by bus. Overall, 82% of commuters carry out all or part of their journeys by public transport. Only 6% travel by car.</p> <p><b>London Bridge was the fourth busiest station</b> in the UK before the recent station redevelopment.</p> <p><b>On Tooley Street, the ratio of pedestrians to cars is 10:1</b> and there has been a 170% increase in cycling since 2001.</p>	<p>Investment in London Bridge should enhance its reputation as <b>a world-class transport interchange and destination for business and culture</b>. It should reflect the way people are travelling now and how we want them to travel in the future.</p>
<p><b>3. Travelling as a positive experience (top five selection)</b></p> <p>“What makes moving / travelling in Southwark a positive experience?”</p>	<p>London Bridge is a great place to do business – as demonstrated by major investment and a buoyant employment market.</p> <p>TfL undertook a study of Healthy Streets outcomes in 2017 which showed areas for improvement.</p> <p>We welcome recent investment and proposals to improve the area. Our <b>top five</b> positive outcomes are:</p>	<p>We welcome the excellent work done so far in London Bridge, though there remains much to do.</p> <p>Our London Bridge Plan priorities are to build a positive future for the public realm, namely:</p> <ol style="list-style-type: none"> <li>Prioritise clean, healthy active travel by providing <b>convenient, safe and attractive walking and cycling routes</b>, complemented by <b>places to sit and cycle</b></li> </ol>

<ul style="list-style-type: none"> <li>- Quality footways and roads</li> <li>- Safe from crime and injury</li> <li>- Price of travel</li> <li>- Travel options and information</li> <li>- Seeing new things on the journey</li> <li>- Places to stop and rest</li> <li>- Green spaces</li> <li>- Good cycle lanes</li> <li>- Station/stop is close to where we need to go</li> <li>- Meeting people you know</li> <li>- Feeling fit</li> <li>- Journey time reliability</li> <li>- Travelling with children</li> <li>- Cycle parking</li> <li>- Chained trips</li> </ul>	<ol style="list-style-type: none"> <li>1. Confirmation in London Cycling Action Plan that CS4 will be constructed from 2019.</li> <li>2. Completion of QW14 with an <b>excellent modal filter on Newcomen Street</b> which has created a new public space for people and reduced motor traffic on the largely residential streets east of Borough High Street (TfL with LBS).</li> <li>3. London Bridge Station redevelopment and associated public realm including wider footways and removal of excess motor-traffic on St Thomas Street (TfL with Network Rail).</li> <li>4. The Fresh Air Square project in Tooley Street took over two Southwark Council parking spaces, providing greening, generous seating, a social space and a softening of the kerbside which created a more people-centred feel for the whole streetscape, changing attitudes about what a street could provide.</li> <li>5. Greening projects that provide engaging spaces, places to sit and relax for all communities, and that support onward routes by being tactically situated and permeable, including Gibbons Rent, Greenwood Theatre pocket park, Queen Elizabeth gardens and Melior Street Gardens.</li> <li>6. The TLB funded info-bikes service, which support visitors in particular to navigate the local area, through advice and distribution of information. In 2018, over 38,000 people were welcomed and given local information.</li> </ol>	<p><b>parking.</b> This will need to overcome existing barriers, including physical barriers of the railway, campus and river, and one-way streets that prevent cycling. Particular opportunities include the Low Line, Inns and Yards and extending the Quietways.</p> <ol style="list-style-type: none"> <li>2. Establish a <b>network of parks, green spaces and rain gardens</b> including trees and other planting in the public realm. This should include <b>inclusive and welcoming public spaces</b> that put people, their safety and health and the environment first.</li> <li>3. <b>Mitigation between motor traffic and people on foot or bike</b> – for example through the use of public realm treatment of loading bays, modal filters, timing of deliveries, consolidation of deliveries and types of vehicles used.</li> </ol> <p>Investment in the public realm will enable the intensification of business and retail uses in London Bridge and open up areas that are often impermeable and illegible.</p> <p>We want London Bridge to become a <b>healthy district</b> as a result of investment made on our streets and to encourage further inward investment by developers and employers; this implies that streets should be assessed before and after schemes are implemented.</p> <p>TfL's <b>London Bridge Outcome Plan</b> (2017) should be referenced in the LIP document with proposals to extend Healthy Streets Assessments to borough-owned streets. Ideally the LIP should propose similar, wider studies of LBS' own streets to identify investment priorities.</p> <p>A <b>Liveable Neighbourhood</b> linked to long-term implementation of Tooley Street (CS4) and St Thomas Street would address most of the key proposals set out in the London Bridge Plan and our recently launched cycling strategy whilst potentially enabling the regeneration of Bermondsey Street as an important district centre. This</p>
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		<p>would need to address the poor cycling network through provision of contraflows.</p> <p>We recognise that all of the main streets are TLRN and so we anticipate joint working between LBS and TfL to deliver high quality investment across the area.</p> <p>We would like funding set aside to <b>upgrade</b> the quality of materials used in the public realm and to provide <b>seating, greenery</b> and <b>social spaces</b> in all schemes delivered in London Bridge. Given the number of pedestrians, continuous crossings should become the default option.</p> <p>The <b>Low Line</b> is a strategic Southwark project, to create a new walking destination for London. To deliver this it will be necessary to think of the quality and openness of spaces, the uses of the arches, but importantly the safety of <b>crossing points</b> (Bermondsey Street, Shand Street, Barnham Street, Druid Street) and quality of pavements.</p> <p>The <b>completion of CS4</b> would be strongly supported, not only on Tooley Street but also on the sections of borough-owned Evelyn Street (Surrey Quays) that are temporary gaps in the scheme.</p> <p>Finally, we suggest <b>Southwark re-enters into negotiations to adopt St Thomas Street</b>, given the new low traffic volumes following its re-opening (600 per day) and its importance as a new retail destination as new developments come forward with associated contributions towards streetscape improvements. Southwark Council can then apply a more inclusive, healthy and people-centred approach to this street.</p>
<p><b>4. Negative experiences (top 5 selection)</b></p> <ul style="list-style-type: none"> <li>- Quality footways and roads</li> </ul>	<p>TfL's <b>London Bridge Outcome Plan</b> (2017) assessed the TLRN against the Healthy Streets criteria. This did not extend to borough streets.</p>	<p>We note that TfL's Outcome Report showed that the TLRN performs moderately to poorly on the range of assessed criteria for Healthy Streets. As a result, we have responded positively to proposals for Tooley Street that will deliver significant improvements. We anticipate that most of the</p>

<ul style="list-style-type: none"> <li>- Safe from crime and injury</li> <li>- Price of travel</li> <li>- Travel options and information</li> <li>- Seeing new things on the journey</li> <li>- Places to stop and rest</li> <li>- Green spaces</li> <li>- Good cycle lanes</li> <li>- Station/stop is close to where we need to go</li> <li>- Meeting people you know</li> <li>- Feeling fit</li> <li>- Journey time reliability</li> <li>- Travelling with children</li> <li>- Cycle parking</li> <li>- Can't make chained trips</li> </ul>	<p>Our Cycling Strategy baseline confirmed LBS findings that <b>London Bridge is very impermeable for cycling and illegible for pedestrians</b>. Large areas have a poor public realm characterised by excessive carriageway and narrow footways that are often in poor condition, particularly on the narrower 'back' streets. These footways are also quite inaccessible to those using wheelchairs. Our top five 'negative' impressions are:</p> <ol style="list-style-type: none"> <li>1. LBS streets are largely <b>inaccessible for wheelchair users</b>, particularly at junctions and because they are often narrow, in poor condition and lack continuous flush surfaces especially at junctions. There is also an incorrect assumption that wheelchair users don't want to cross between junctions.</li> <li>2. Major barriers to movement are caused by <b>busy streets, the one-way system, forbidden vehicle turns</b> (disadvantage to cyclists) and the <b>railway line</b>. This makes walking navigation difficult. And for cycling, it is not possible to cycle directly from The Shard over London Bridge to Moorgate.</li> <li>3. The entire area falls within LB Southwark Air Quality Management Area. 2013 data is indicated below.</li> <li>4. Footways are narrow because <b>motor vehicle movement and parking dominates</b>.</li> <li>5. There is a <b>severe shortage of cycle-parking</b> in the area.</li> </ol> <div style="display: flex; align-items: flex-start; margin-top: 10px;">  <div style="margin-left: 10px;"> <p>Left: Areas shown dark yellow to red exceeded target maxima for NO2 emissions (2013) although this situation may have improved since both Tooley Street and St Thomas Street have experienced significantly lower traffic flows (source: TfL / LB Southwark AQAP).</p> </div> </div>	<p>quieter borough owned streets will generally perform better in a pre-scheme assessment – but with a lot of room for improvement to create an exemplar <b>Healthy Liveable Neighbourhood</b>.</p> <p>As a first stage we would be willing to contribute a <b>Healthy Streets Assessment</b> of our proposed Liveable Neighbourhood area as a first step towards a bid.</p> <p>Please refer to our recommendations elsewhere in this response, which are intended to address the negative points listed in answer to the question.</p>
<p><b>6. Walking five factors that would encourage more walking</b></p>		<p>We have set out strategic priorities in the <b>London Bridge Plan</b> for walking and cycling. These are:</p>

<ul style="list-style-type: none"> <li>- Places to stop</li> <li>- Access to toilets</li> <li>- Street signs</li> <li>- Water fountains</li> <li>- Peaceful and calm places</li> <li>- Greenery</li> <li>- Safety and crime</li> <li>- Fewer barriers</li> <li>- Sociable</li> <li>- Lots to see</li> <li>- Chained trips</li> <li>- Wide footways</li> </ul>		<ol style="list-style-type: none"> <li>1. Prioritise clean, active travel by providing <b>convenient, safe and attractive walking and cycling routes.</b></li> <li>2. Establish a <b>network of parks, green spaces and gardens</b> including trees and other planting in the public realm.</li> <li>3. Create <b>inclusive and welcoming public spaces</b> that put people, their health and the environment first.</li> </ol> <p>We would like LBS to invest in the following opportunities or work with TfL and Network Rail to deliver the opportunities as appropriate. Either way we would like the LIP to reference the following in-scope projects:</p> <ol style="list-style-type: none"> <li>1. <b>A new walking destination for London, the Low Line</b> will connect areas and diverse communities by redefining unique heritage infrastructure. Our vision is for investment in public spaces alongside the railway viaduct to stimulate restoration and regeneration of the historic railway arches, which play host to a very wide range of independent businesses. We believe the Low Line is an excellent opportunity to really integrate London Bridge with its neighbouring areas in Southwark, including Bankside and areas east of Tower Bridge Road towards Southwark Park. Creating such a 'string' of improvement will help to spread regeneration into the surrounding areas, also attracting new residential and business development nearby. The Low Line will attract visitors from the 'honeypot' areas of Tower Bridge and the Thames with opportunities to host specialist markets, events and tourist attractions, such as those celebrating the rich heritage of the area.</li> </ol> <p>The Low Line is not merely an economic opportunity, of course. Its alignment makes it a key walking (and cycling) route linking neighbourhoods together. We envisage a lively, safe, low-pollution and popular route for walking as a mode of transport.</p>
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		<p>To make the Low Line walking route safe and accessible, we would like to work with LBS to create safe crossing points along Low Line junctions.</p> <ol style="list-style-type: none"> <li>2. <b>St Thomas Street Boulevard</b>, a pedestrian-focused public realm bringing new opportunities. We would like Southwark Council to re-enter negotiations to adopt St Thomas Street, the new low traffic volumes following its re-opening (600 per day) and its importance as a new retail destination as new developments come forward with associated contributions towards streetscape improvements. This would enable the Council to extend its more holistic approach to this strategically important place.</li> <li>3. <b>High Street London Bridge</b>. We support the proposed Healthy Streets interim and longer-term schemes on Tooley Street (TLRN).</li> <li>4. <b>Linking the Green Grid</b>, a network of walking and cycling-friendly streets connecting London Bridge's green spaces (mostly LBS streets) including <b>places to stop</b> and rest, which are <b>safe</b> from road danger and crime.</li> <li>5. <b>Movement from London Bridge Station to the City must be given thought</b>, particularly given the redevelopment of Colechurch House.</li> <li>6. <b>Footway quality</b> – The poor quality of footways provided on Snowfields and Newcomen Street as part of the scheme to deliver QW14 and Guy's Cancer Centre should not be allowed in future work, because they feature trip hazards, street clutter, crossings provided away from desire lines and greenery without SUDS. Footways must be made wide enough for the number of pedestrians using the area and for disabled access.</li> </ol>
<p><b>7. What is the most important thing the Council should focus on</b></p>		<p>We believe a <b>liveable neighbourhood scheme</b> would be the most effective way of delivering area-wide regenerative proposals supported by locally-derived CIL. We would be pleased to work in partnership with the Council to deliver this</p>

<p>to help people walk more?</p>		<p>programme. Funding would not therefore be required from the LIP itself.</p>
<p><b>8. Support for temporary / timed road closures 9. For what purposes should there be road closures?</b></p>		<p>We strongly support <b>filtered permeability</b> as a tool to improve the public realm, sense of safety, and promote active travel, provided that it remains possible for businesses to maintain operational access for deliveries and other essential activities.</p> <p>We welcome:</p> <ol style="list-style-type: none"> <li>1. The proposed Borough High Street / Duke Street Hill turning bans and bus / cycle only eastbound operation.</li> <li>2. The completed modal filter at Newcomen Street.</li> </ol> <p>We would like to see an <b>expansion of this approach</b> to other streets affected by rat-running and excessive motor traffic.</p> <p>Moreover, we would welcome increased support to deliver traffic free days, both on borough roads, but also on major thoroughfares like our successful Open Kitchen event on St Thomas Street, or in future on Tooley Street. This could be part of a wider London event to encourage active travel, clean air and vibrant town centres.</p>
<p><b>10. Visits to town centres, frequency and purpose of visits (missed)</b></p>	<p>London Bridge as a major retail and employment centre has been missed from the list. It features over 50,000 employees and 67,000m<sup>2</sup> of retail space.</p>	<p>We would like London Bridge included as a <b>major retail and employment</b> area in the LIP.</p>
<p><b>18. What actions can Southwark take to make people feel safer?</b></p>	<p>Our regular user panel research of staff, visitors and residents in the area, and engagement with businesses, suggests that perceptions of safety have improved considerably over the last 10 years, and this is partly due to the close partnership work between LBS, the Metropolitan Police (including BTP) and TLB.</p> <p>There are specific areas of concern raised about getting around the area (places to avoid), including:</p> <ul style="list-style-type: none"> <li>- Alleyways, small streets and back streets</li> <li>- Poorly lit area</li> </ul>	<p>Southwark can continue to work in partnership with TLB to invest in additional police presence as a crucial factor in creating positive perceptions of the public realm in order to take part in active travel in this 24-hour area (24-hr tube).</p> <p>There are many opportunities to improve alleys and back streets, such as the current partner project to improve perceptions and use of White Hart Yard. These routes are often a cleaner alternative away from areas of poor air quality.</p>

	<ul style="list-style-type: none"> <li>- Tunnels and railway arches</li> <li>- Gangs on bikes</li> </ul> <p>There are also relatively negative perceptions of cycling in London Bridge compared to other parts of Central London. This is largely due to lack of dedicated cycle lanes.</p>	<p>Specific projects, we suggest in partnership with TLB, can improve the environment in tunnels and along the Low Line.</p> <p>Investment in cycling infrastructure, including dedicated routes, will have a big impact on perceptions of cycling safety.</p>
<p><b>19. To what extent does fear of crime influence how and when people travel?</b></p>	<p>We work with the Metropolitan Police to reduce acquisitive crime involving individuals including cyclists. We know generally that cycle theft is a significant deterrent to cycling.</p> <p>Fear of crime does have a negative effect on the regenerative potential of the Low Line, and use of some alleys, particularly at night.</p>	<p>TLB would like to work with Southwark to have a comprehensive approach to dealing with abandoned bikes, to improve an image of safety in the area, while also freeing up limited cycle parking.</p> <p>See response above related to safety.</p>
<p><b>20. How would you like to be engaged in future delivery of the plan?</b></p>		<ul style="list-style-type: none"> <li>- Meetings and workshops.</li> <li>- Letters and emails.</li> <li>- Joint working, including joint funding where this can have a positive impact on our business members.</li> </ul>
<p><b>21. One thing you would wish for to improve the travelling experience.</b></p>	<p>A people-oriented place where motor traffic is no longer dominant.</p>	<p>Specific proposals:</p> <p><b>Completion of CS4 (TLRN).</b></p> <p><b>Completion of Tooley Street Healthy Streets including longer term measures (TLRN).</b></p> <p>A <b>Liveable Neighbourhood</b> encompassing Bermondsey Street; alternatively,</p> <p><b>Filtered permeability and traffic calming.</b></p> <p><b>Two way cycling or restore two-way operation.</b></p> <p>Investment in all aspects related to the delivery of the <b>Low Line.</b></p> <p>We want:</p> <p><b>Less private motor traffic including fewer PHVs and taxis.</b></p> <p><b>More reliable bus services.</b></p> <p><b>More walking and cycling.</b></p> <p><b>Joined-up green spaces including landscaping and SUDS.</b></p>

		More opportunities for freight consolidation and cargo-bike use.
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**Consultation response: LIP proposals – responses**

Ref	Proposal	Comment
<b>Mission 1: Improving equality</b>		
Mission 1	Improving equality.	We <b>agree</b> that the LIP should be focused on people and inclusiveness and value the fresh approach taken to transport planning in LB Southwark.
<b>Mission 2:</b>		
Action 1	Reducing noise.	<b>Agreed</b>
Action 2	Reducing visual stimuli.	<b>Agreed</b>
Action 3	Cultivating positive experiences.	<b>Agreed</b>
<b>Mission 3</b>		
Action 4	Infrastructure to support a culture of active travel.	<p><b>Agreed.</b> Our <b>TLB Cycling Strategy</b> and <b>London Bridge Plan</b> both set our ambitions to work with LBS and TfL to deliver a London Bridge focused around people rather than motor traffic. Active travel works best with public transport, so our approach is complementary to the recent completion of the London Bridge Station extension. Our specific proposals are:</p> <ul style="list-style-type: none"> <li>- Area wide <b>Healthy Streets Audit</b> followed by post-scheme comparative audits.</li> <li>- <b>Completion of CS4</b> (TLRN)</li> <li>- <b>Completion of Tooley Street Healthy Streets including longer term measures</b> (TLRN)</li> <li>- <b>Two way cycling and public realm improvement</b> on St Thomas Street including building a case for Southwark Council adoption of the street as part of an holistic approach to the St Thomas Street development area.</li> <li>- The <b>Low Line</b> as a new walking destination for London</li> <li>- A <b>Liveable Neighbourhood</b></li> <li>- <b>Filtered permeability and traffic calming</b></li> <li>- <b>Cycling</b></li> <li>- <b>Permitted contra-flows and permitted turns for cyclists</b></li> <li>- <b>Additional cycle parking</b></li> </ul>
Actions 5 and 6	Getting active. Staying active.	<b>Agreed.</b> TLB invests in public spaces schemes on behalf of its members and we are keen to do more to support this objective.
<b>Mission 4</b>		
Action 8	Using time to manage [how people use our streets].	We <b>support</b> timed closures, filtered permeability and other measures to reduce the dominance of motorised traffic on our streets, so long as these are implemented to support businesses and

		incorporate their operations. For example, in order to avoid conflict with pedestrians Network Rail are no longer receiving deliveries at peak hours. We support restrictions by vehicle emissions, for example ULEZ initiatives (restriction) and the use of cargo-bikes and electric-only vehicles (encouragement)
Action 9	Managing our kerbside.	<p>We <b>support</b> real-time management of parking charges to allocate kerbside space efficiently</p> <p>We <b>recommend</b> variable charges depending on vehicle emissions, in order to support the uptake of electric vehicles</p> <p>We <b>recommend</b> using kerbside. Space for cycle parking, pocket parks, rain gardens and other temporary or permanent uses as appropriate</p> <p>We <b>recommend</b> that, where possible, cycle parking is placed within the carriageway, protected by bollards and / or buildouts, and not on pedestrian footways and that some cycle parking space is allocated to adapted / non-standard cycles.</p>
<b>Mission 5: to support businesses to thrive and prosper</b>		
Action 11	Getting the infrastructure right.	<p>We <b>strongly agree</b> that the LIP should prioritise improving the visitor experience in town centres to encourage footfall</p> <p>We <b>recommend</b> pre-scheme <b>healthy-streets audits</b> which are repeated post-completion.</p> <p>We <b>recommend</b> the implementation of a flagship walking route – the Low Line, a walking destination for London.</p>
Action 12	Manage space efficiently.	<p>We <b>recommend</b> measures to promote cycling as a space-efficient mode of transport</p> <p>We <b>strongly agree</b> with the proposal to maximise the potential for cargo-bikes and are encouraged by the estimate that 51% of goods could be transported by cargo-bike.</p>
Action 13	Support places that excite and attract people.	<p>Team London Bridge has a history of promoting and developing small and large spaces as exciting places for people.</p> <p>The London Bridge Plan promotes the <b>Low Line</b>, a new walking destination for London. As stakeholders, TLB will support the Council to develop this ambitious and exciting project, linking walking, ecology, architecture, heritage, retail and commercial space.</p> <p>We <b>recommend</b> that a new Liveable Neighbourhood bid is developed for borough streets in London Bridge and Bermondsey.</p>

<b>Mission 6: neighbourhoods to have places for people to connect</b>		
Action 14	Creating opportunities for people to connect.	<p>London Bridge Cycling Strategy promotes a <b>Liveable Neighbourhood</b> that will help people connect. The suggested neighbourhood potentially extends beyond the TLB boundary to include Bermondsey Street and the <b>Low Line</b>.</p> <p>We <b>recommend</b> pursuing the Low Line as a walking destination for London, which connects London Bridge with surrounding neighbourhoods and stimulates restoration of the historic viaduct, encourages businesses to establish and leads to the economic and social regeneration of areas along the railway.</p> <p>We <b>strongly support</b> the proposal to create more social space where people need it. We already engage with local stakeholder groups and volunteers to create and maintain sociable spaces such as Gibbons Rent.</p>
<b>Mission 7: for all people to have a positive experience on our roads</b>		
Action 15	Reduce traffic on our roads.	<p><b>We strongly support</b> the ambition to reduce vehicle traffic to manage space efficiently. We recommend that this is a higher priority than efficient management of kerbside space.</p> <p>We <b>recommend</b> changing the current target as expressed in the draft LIP as follows:</p> <ul style="list-style-type: none"> <li>- <i>“10% reduction in the number of freight vehicles crossing into central London in the morning peak (0700am-1000pm) by 2026”</i> is changed to <i>“20% reduction in the number of petrol / diesel freight vehicles crossing into Southwark in the morning peak period (0700-1000) by 2026”</i></li> </ul> <p>This change will enable LB Southwark to focus on its own borough area, and the target promotes both an absolute reduction in freight trips and a re-moding of trips to electric vehicles and cargo-bikes.</p> <p>We <b>support</b> all measures identified in the Movement Plan to reduce, re-time and re-mode freight trips.</p> <p>We <b>recommend</b> area-wide programmes to engage with businesses and other receivers of freight to reduce, re-time and re-mode trips. Business Improvement Districts can support these types of programmes.</p>
Action 16	Reduce exposure to poor air.	<p><b>Agreed.</b> We support the 2019 implementation of the central London ULEZ in order to:</p> <ul style="list-style-type: none"> <li>- Improve air quality by restricting the most polluting vehicles.</li> <li>- Stimulate alternative means, particularly cycles and e-cargo bikes</li> </ul>

		<ul style="list-style-type: none"> <li>- Stimulate electric pool car provision and charging points</li> <li>- Reduce levels of motor traffic overall, at least in the medium term.</li> <li>- Enhance low exposure routes, such as the Low Line, Inns and Yards, Quietways, Walk Elephant and the River Walk (section – Tooley Street and Montague Place link – and considering the Thames Esplanade place-shaping project in the London Bridge Plan)</li> </ul>
Actions 17 and 18	<p>Improve road safety towards Vision Zero (KSIs).</p> <p>Improve the sense of safety.</p>	<b>Agreed</b>
Action 19	Improving conditions for which our roads are a workplace.	<ul style="list-style-type: none"> <li>- Encouraging drivers to walk and cycle instead – <b>agreed</b></li> <li>- Ensuring that motor vehicles used are the most efficient and least polluting – <b>agreed</b></li> <li>- Requiring service vehicles to comply with ULEZ objectives – <b>agreed</b> (mayoral policy)</li> <li>- Encourage employers to understand challenges faced by those who drive / ride to work – <b>agreed</b>. We can assist with stakeholder engagement and provide information we have already collected.</li> <li>- Improving safety by tackling moped crime <b>agreed</b></li> <li>- Setting a benchmark by procuring FORS certified contractors and suppliers <b>agreed</b></li> </ul> <p><b>We would also like to see:</b></p> <ul style="list-style-type: none"> <li>- Encouraging companies to utilise cargo bikes for deliveries instead of vans</li> <li>- Measures to ensure that all relevant streetworks comply with best practice when designing, implementing and managing diversions for pedestrians, cyclists and disabled people.</li> <li>- Consolidation strategy across Southwark, potentially with neighbouring boroughs if there are economies of scale to help reduce the volume of deliveries and improve their efficiency. For example – working with Guy’s Hospital Trust as pioneers in this regard.</li> </ul>