

Team London Bridge response to the London Bridge Streets for People survey, October 2025.

Background

Team London Bridge (TLB) is a business improvement district (BID), with almost 400 member businesses. The proposals in Snowsfields, Weston Street, Holyrood St and Crucifix Lane are all inside the BID boundary, and changes to the road network beyond our boundary can also affect our businesses.

As part of the vision set out in our 2025 ballot and 5-year business plan, which was supported by 97% of our members, we have a vision **to make London Bridge one of the most safe, sustainable and engaging places for business and tourism in the world.**

Several of our priorities are relevant to this consultation:

Streets and Spaces – Green, people-friendly streets that make walking and cycling the easiest choice for getting around

Sustainability – Towards a net zero business district

Safety and Resilience – A secure and welcoming environment, day and night.

We ran consultation in 2025 with the business community, which showed that

- a) **74% of our community want us to work with partners to create a green and healthy street environment that puts walking and cycling first**
- b) 74% want us to provide pocket parks and planted community spaces, increasing biodiversity and visual amenity.
- c) 66% Make London Bridge a sustainable business district, as set out in the Net Zero Routemap, in line with Southwark targets
- d) 40% Support a faster transition to electric commercial deliveries, including by cargo bike ('Bikes for Business')

Points a and b were the second and third highest priorities across our service areas, while point c was a very high priority. Point d is still high considering this is a more niche subject which less of our community is dealing with directly.

Based on this feedback, we support proposals that support these priorities for London Bridge set out in the Streets for People initiative. We also encourage the Council to look at wider policies, such as a zero-emission zone, to accelerate the transition to net zero for transport.

Our comments are as follows:

- We support the aims of the approach to reduce the negative impact of traffic through the area, and to support healthy, safer streets which prioritise walking, cycling and greening. This is a priority of the TLB business community. The scheme does not appear to negatively impact access for business deliveries and services.
- We welcome **contraflow cycling along Snowsfields and Crucifix Lane**, linking cycleway 14 on Newcomen Street with Cycleway 4 on Tooley Street. This is a key ask in our cycling strategy, and we have [developed initial design proposals](#) for the council. Currently there are too many instances where cyclists have to make significant detours away from desire lines, which ultimately is less safe for cyclists and pedestrians when these detours are inevitably ignored. There should also be a cycle contraflow on St Thomas Street (TfL road) to service major buildings like The Shard and News UK and new major developments.

- We welcome further proposals on a **simplified junction south of Bermondsey Street tunnel**, which is currently quite confusing for all users, and where traffic levels are low. We have commissioned [design ideas to remove signals at this junction](#) based on counts that 90% of pedestrians were not waiting for a green man to cross, many cyclists are going the wrong way through the junction, and the green light on Crucifix Lane encourages vehicles to accelerate through the signals.
- Further consultation with Guy's hospital is required to ensure their critical needs are not negatively impacted, for example in relation to access by the shuttle bus and two-way access from the loading bay on **Weston Street, as well as Melior Street**.
- We welcome the proposals for **Holyrood Street**, with better public realm and greening to enhance this street to become a **Low Line destination**, encouraging new businesses into arches that are being refurbished. These proposals are the result of several years of work with Southwark Council and partners, following a public realm study for the street that we commissioned.
- We welcome efforts more generally to expand footways, improve junctions for walking, and reduce the risk on narrow streets where large vehicles sometimes mount pavements. We support reduced space for parked cars within reason, since we have evidence that very few people drive to London Bridge for business and tourism, and businesses are increasingly moving towards smaller vehicles like cargo bikes for logistics or consolidating and reducing deliveries. We have shared this consultation with local businesses who can respond with specific instances where parking and loading is required.
- We welcome space on the footways to be used for outdoor seating where there is a pavement license, and potentially for parklets on the carriageway – such as the popular [‘fresh air square’](#) parklet that we trialled on Tooley Street.
- We welcome the addition of trees and sustainable drainage for increased resilience to heatwaves and flooding linked to climate change, building on the success of our partnership on the London Bridge SuDS pilot (raingardens in Snowfields and Melior Street).
- We would welcome more engagement with TfL to look at other major roads in our area, including St Thomas Street, Duke Street Hill, Tower Bridge Road and King William Street.
- Finally, this consultation is an excellent opportunity to explore initiatives to accelerate the transition to clean vehicles in this area. Many of our businesses are showing leadership in the transition to electric vehicles, including through our pioneering work to promote the use of cargo bikes for business trips, as well as electrification of the railway, buses and river boats. [Evidence shows how in Holland](#), **zero-emission zones** are making a big difference to transition away from diesel to electric vehicles for vans and trucks in city centres, which is where emissions continues to grow in the UK. We would welcome working with you to explore how such a policy would work in practice to complement the public realm proposals in this consultation across this commercial district south of the river, or within the wider London CAZ.

The proposals in this consultation are very high level, and we look forward to seeing more detailed schemes and working with you to deliver these welcome initiatives in the near future.