

## Team London Bridge response to the Holyrood Street highways development proposal, November 2025

### Background

Team London Bridge (TLB) is a business improvement district (BID), with almost 400 member businesses. The proposal for public realm improvements in Holyrood Street is testament to the partnership work with Southwark Council in this street including:

- a [Public Realm Strategy](#) in 2018
- inclusion in the [Low Line Commons](#) and [Low Line Movement](#) reports in 2021
- investment in the Holyrood kiosk completed in 2022
- a financial contribution towards Southwark design fees for this work.

This scheme has also been mentioned in the recent [London Bridge Streets for People](#) consultation, which we [responded](#) to.

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% want us to make London Bridge a sustainable business district, as set out in the Net Zero Routemap, in line with Southwark targets
- d) 40% want us to support a faster transition to electric commercial deliveries, including by cargo bike ('Bikes for Business')

### Response to Holyrood Street proposals

Team London Bridge supports emerging proposals for highways investment in Holyrood Street, which will support the creation of a new destination on the Low Line where businesses in the street can thrive, and enhance footfall both into the street and further along the Low Line, supporting regeneration and growth of businesses in Bermondsey.

1. Points we welcome and which seem supported by the business community are:
  - a) To adopt the street as highway so that the full project can take place
  - b) To use the granite setts at the entry to the street to create a distinct feel for the street, as this will be where the majority of loading takes place
  - c) To use yorkstone setts to create a pedestrian and cycle zone with access, which will cover the width of the carriageway and through to Shand street.

- d) To convert residential parking bays to a loading only area for business needs
- e) To retain the bollards at number 8 so that this is not a through road, ensuring that the outside space at Nine Lives can continue to be a feature of the street
- f) To replace the barrier at the Shand street end with signage to indicate this is a pedestrian and cycle zone, for access only
- g) To narrow the junction at the Bermondsey Street end with a crossing on Bermondsey Street (to be approved by TfL)

We suggest the following details are important, following a consultation workshop with business members:

2. **Materials.** Use of **tumbled setts** was discussed, to give a more heritage, used feel. This could be welcome in this space, as distinct from the more polished and corporate parts of the London Bridge area (which this is not). We agree to the suggestion that re-use of some historic **cobbles** could complement the design, for example as kerb lines, patterns or edging around street furniture of trees, even delineating any space for vehicle parking or vehicle access into arches. For several years we have promoted the notion of *placemarks* to promote the identity and historic character of London Bridge (the term is included in the London Bridge Area Vision in the Southwark Plan). Given it is anticipated that trolleys will be used to move goods around the street (as is already the case), we suggest that if it is deemed that tumbled setts make more noise, then a narrow strip of non-tumbled setts in the pedestrian zone could be used.
3. **Parking and loading**
  - a) The size of the loading bay should be maximised to 16m. We suggest the precise length is from the dropped kerb on the junction with Magdalen Street (since this is not a corner with many passing vehicles) to in line with the exit of Gibbons Rents. Gibbons Rents is an important part of the character of the street, and it must be visible from the pedestrian zone, and people leaving the alley should exit into an opening, not into a parked vehicle. It is anticipated that occasional HGVs will come into the street to service Fully Charged.
  - b) The “Loading only” sign should be kept under evaluation to ensure it is serving its purpose in deterring people parking vehicles that are not loading here, but find it a convenient place to wait or eat lunch etc – since that will remove the space for actual loading. An assessment might ultimately decide that a paid for system will be necessary.
  - c) We suggest that at least a double loading bay area be reserved by 22 Shand Street, where currently there is only residential parking (which is also the case in the Shand Street tunnel).
  - d) For deliveries, and more importantly for building services which require a vehicle like fit-out, lift repair etc, to businesses at 9 and 10 Holyrood Street, it would be helpful if there is a way to enter from Shand Street. While reversing in this space is not ideal, it will have low (albeit growing) footfall and enough width to feel safe. Perhaps there is an option for a dynamic parking bay in this stretch that can be reserved by tenants. In the future, we hope that the fencing by the undercroft will be removed, which could create space for a

turning circle. The area to the east of the scheme should not inadvertently create an area for random vehicles to use for parking and waiting, as is currently the case at the west of the street.

- e) The designs are not explicit about the access to the Network Rail operational arches changing to Shand Street. We would welcome this being confirmed as it is an important element of the scheme.
  - f) TLB has a [list of services](#) that are available on cargo bike, including waste, window cleaning, electricians, couriers and catering. We will make this available to the businesses in the street, and building managers, so that we can make this street an exemplar in sustainable deliveries – inspired by Fully Charged. Amazon deliveries are already delivered by cargo bike.
4. The **tree** will be an excellent addition to the street, and a ginkgo was mentioned (the male of the species, as the female has smelly fruit). The placement of this could be in line with either side of the exit from Gibbons Rents, to frame that feature in the street. It seems from the plans that space for another tree on the east of the proposed street furniture could also fit. This would be preferable to a planter. We would welcome if trees could receive run-off water, or any type of sustainable drainage given London Bridge is a critical flood risk area, and we want to promote a green street – in line with the ambition set out in the [Low Line Commons](#) report.
  5. **Arch frontages and pavement licenses.** We anticipate at least some of the arches being occupied by outlets whose business would benefit from being granted a pavement license – and that the opportunity to obtain one would be an incentive to setting up business here. This will enable them to benefit from this pedestrian zone, as well as being a source of income for the council. We have seen this outdoor seating across the London Bridge area, particularly outside arches at the station, and this brings vibrancy to the area. We suggest whenever new developments are proposed in the area that they allow space for active frontage. Outside tables was also one of the successes of the Low Line Louie cafe to attract footfall into the street – people attract people. To this end, the line of the designed footway would gain from being a straight line from the new kerb line in the west to the existing kerb line for the fire exit to the west of the undercroft (this could be about 3m). The design seems to show this pavement as narrowed. Of course, if a tenant does not wish to have a pavement license, but does require vehicle access to their arch, then this should be possible within this scheme.
  6. We expect that a **pavement license** will be provided to Nine Lives which currently uses private land for outdoor seating.
  7. **Street furniture.** We welcome the provision to activate the street. In terms of space, we suggest that the point above where businesses can provide activation with outdoor seating should be priority (if space is a constraint) as they would be responsible for the management rather than this falling to the Council (and us as we contribute to cleaning in London Bridge). We would also suggest having a second tree at the expense of a planter, which will be both more sustainable in terms of water use, and effective at cooling the street. In terms of design, this could reflect the concrete sewer pipe planters of Gibbons Rent and the kiosk, or the seating outside the station. Also something robust, that prevents skateboarding and discourages rough sleeping, which is a persistent concern in this street.

8. **Undercroft.** There will be an opportunity for Arch Co to remove the security fence and enhance the surface in the undercroft. The design should ensure that levels of this scheme take that into account.
9. **Accessibility.** We look forward to any scheme creating a more accessible street, and one where there is scope to create an accessible entrance to buildings like no.8.
10. **Cycling.** While this is a cycling zone, it is important that it does not become a road that cyclists use at speed to get through the area. We do not foresee this as it does not appear to be a link between places, so most cycling will be for localised use. Also, the choice of materials is likely to have a calming effect on any vehicles in the street. However, it will be very helpful to fulfil an aim in the Streets for People proposal that Crucifix Lane becomes a contraflow route linking cyclists to the south of the viaduct to the north via Barnham street (so Holyrood street does not inadvertently become that link).
11. **Cycle parking.** Cycle stands will be welcome in the street as there are none currently. There seems to be an opportunity to have more stands further towards no9 and 10 to the east of the street.
12. **Bermondsey Street junction and crossing.** We are in discussion with Southwark Highways' design contractor NSP and TfL over the potential for courtesy zebra junctions at crossings, following a successful trial in Westminster with findings showing increase in vehicles giving way to pedestrians. We would suggest an intervention here. The suggested zebra crossing over Bermondsey Street could be widened to allow for the desire line which is at an angle here.
13. **Shand Street crossing.** Part of the intention of the scheme is to create a more seamless route east from the station along the Low Line. Extending the setts across the narrow section of Shand Street (or at least having an imprint road surface which mimics this) would ensure continuity of the route (where it can feel like a dead-end) and help slow traffic at the intersection with the tunnel.
14. **Timing.** Given the number of arches that will be coming on to the market soon, we hope that these works can be completed in the near future so that prospective tenants can be confident the scheme will be delivered, and it doesn't impact on their new fledgling businesses too much.
15. **Placemaking.** We would like to continue to work with the Council, Network Rail, Arch Company and local businesses to develop creative solutions that will further bring the street to life. A toolkit has been created in the [public realm strategy](#), and further ideas drawn as part of the kiosk commission (stage 2).

We look forward to working with you to continue progress on Holyrood Street.

**Team  
London  
Bridge**