

Team London Bridge response to the London Bridge Streets for People consultation, October 2026.

Background and support for Streets for People policies

Team London Bridge (TLB) is a business improvement district (BID), with almost 400 member 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 commercial vehicles are less of a personal issue, but it a means of delivering some of the other priorities.

Our responses are developed through 20 years of close working with businesses, residents and stakeholders, through research and surveys. It is also specifically informed by the following pieces of work (found under Key Documents in our Statement of Policy for bringing good growth to London Bridge [here](#)):

- The London Bridge Plan
- London Bridge Cycling Strategy
- Healthy Placemaking Approach
- Low Line Movement and Access Strategy
- Bermondsey Street Junction design
- Green Infrastructure Plan
- Net Zero Routemap
- Projects including Bikes for Business, multiple greening interventions, cycling promotion, London Bridge SuDS pilot, public realm schemes.

TLB will work as a key partner to deliver Southwark's Streets for People ambition shifting from dominance of motor traffic to healthy streets for walking and cycling. This can be

achieved in partnership through quality street design, transport planning, our pocket parks and working with commercial partners to transition to fewer and cleaner vehicles.

Geographic area

The London Bridge BID area covers a smaller defined area than this London Bridge consultation. Proposals in our area include

- East-West cycle route
- Newcomen Street, Snowsfields, Weston Street and Melior Place (and junctions with Crosby Row, Kipling Street)
- Barnham Street
- Whites Grounds

These streets are of particular importance in the London Bridge area:

- Snowsfields and Newcomen Street are the test bed for our healthy streets work, a long term project focused on the health of the area, through design, investment, greening and community initiatives. This is amplified through our medi-culture festival and the SC1 London health cluster.
- Barnham Street and Whites Grounds intersect with the Low Line project, a long term aim to improve walking and cycling along the mighty Victorian railway viaduct (a Southwark planning policy, which should be mentioned in this consultation document)

Our responses are to the specific proposals as follows:

East West cycle route

The proposal will help overcome the poor cycling network through this part of London Bridge (which also includes St Thomas Street), and the circuitous cycle routes that cyclists often avoid.

However, this is not sufficient, and connecting this corridor to Tooley Street and the surrounding network is an essential part of this proposal. To this end, we would 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.

Crosby Row, Kipling Street, Newcomen Street, Snowsfields and Weston Street proposals: (specifically the section in the BID area along Snowsfields and Newcomen Street)

These are not highly trafficked streets due to successful traffic filtering and use as a busy cycle land and pedestrian area. However, there are frequent large vehicles and corners and junctions are tight, and issues can build up quickly, with little resilience and large vehicles often seen mounting narrow pavements. There are also frequently parked blue badge users outside the hospital, which need to be considered. TLB invests significant resource into creating a green and healthy street environment here for pedestrians.

- **One way system.** We welcome any solution that reduces the impact of traffic on these streets, but this will need to be thoroughly agreed with the hospital in particular.
 - o Change suggested: Weston street can be one-way southbound, but this should only exist south of the Melior Street and the Guy's loading bay exit points. Vehicles from Guy's and the large buildings on Melior Street should be able to enter from St Thomas Street and then exit again via St Thomas Street. If they have to go south this would divert frequent large vehicles from a major road into small residential streets unnecessarily.
- **Raised tables, pavements over side roads and wider pavements.** We support all measures that enhance this busy walking environment and slow vehicles. Creating a continuous feel to footways will be very welcome here, and this will support accessibility into the hospital in particular. It will support the new highway code rule that drivers and riders give way to pedestrians.
 - o Change suggested. **We object** to the proposal indicated in the drawing of the junction of Weston Street and Snowsfields giving priority right of way to vehicles going north to south, and removing existing priority from pedestrians. In 2025, TLB worked with Southwark and NRP (transport consultants) on a proposal for side-road crossings on all four arms of the junction and really elevate the pedestrian priority in this tight, busy area.
- Options for **street trees** providing shade, **benches** for rest are welcome.
- It may be possible to reduce **parking** and **loading**, but there will need to be some opportunities for loading in close proximity to the small businesses along Snowsfields and Newcomen in order for them to operate.

Melior Place

There is a sustainable drainage scheme on Snowsfields, attenuating surface water from Melior Place. The raised crossing point on Melior Place should only be implemented if this does not conflict with this drainage system. This crossing can receive heavy vehicles associated with the pub (and construction) so any treatment must be robust.

An art gallery is planned in the new commercial building under construction, there is a planning application for a hotel on the pub site and this is a route into new high rise developments on St Thomas Street. Given these changes there may be scope to create a public realm scheme for the whole of Melior Place, beyond the limitations of this proposed scheme.

Barnham Street

The Low Line is a key feature here and interventions are welcome. The **raised crossing** could be designed as a continuous pavement to further slow down turning vehicles, particularly with the number of new businesses opening in the arches here. The treatment on Barnham street should be replicated at the junction of Shand Street and Crucifix Lane to enable continuity along this stretch of Low Line.

It is welcome to improve the surface and crossings on Barnham street on the northern side of the arches, as part of the Low Line walking route. The crossing here could be further accentuated by a raised table or zebra, encouraging pedestrian movement along this stretch (and an extension to the Holyrood Street scheme). This would need to be complemented

with the permanent opening of the gates between the Southwark Council office and the arches, which blocks pedestrian movement during the busy weekend period.

The side crossing at the northern end of Lewes House has a Sustainable drainage scheme, so the raised crossing should not interfere with the drainage (see also Melior Place).

A renewal of the raised junction with Tooley Street would be welcome, as it is tired, and the busiest crossing point on this street.

Whites Grounds

Raised crossing points are welcome here, though upgrading to continuous footways (or side road zebra crossings) would provide additional pedestrian benefit on this Low Line route (see Barnham Street). Cycle racks are welcome, though these exist already.

It is unclear what is being planned for the section of carriageway under the railway undercroft on the junction of Druid Street with Whites Grounds and Brunswick Court. Is this a raised and expanded pavement with vehicular access? It may be beneficial to establish a stopping up order here to unite this space with the large railway arches and put it under the management of the occupier. This type of space does not carry much benefit as a public space, but could be of benefit as a privately managed space (with some conditions, for example not being used for parking).