

Dear Sir/Madam,

Southwark Movement Plan – Team London Bridge consultation response

Team London Bridge represents over 300 businesses and landlords 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 placeshaping, we aim to create a world-class environment for people that is attractive, engaging and distinctive, which frames the area's heritage and qualities as a place for modern business. In the context of creating sociable places we 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 on a high-quality walking and cycling route through the district. 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 (LIP). 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 funding proposals
3. A detailed response to the online Questionnaire (selected questions).
4. A detailed response to the LIP's Missions and Actions, which match those in the Movement Plan (*not circulated as draft*).

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
4. We agree that **more investment is needed in bus services**
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

In addition, we would like there to be greater emphasis on the Healthy Streets outcomes supported by the GLA and TfL so that there can be greater coordination of effort. We would like to see specific mention made of working with BIDs and businesses to ensure that the Movement Plan is supportive of a flourishing business environment.

We would like the LIP to include:

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** through the design of infrastructure, including measures such as continuous footways and wider crossings.
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.
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 **walking** including wider and better footways, decluttering, quality spaces and well thought-out street furniture, wayfinding, lighting, urban greening, public art, and crossings that reduce pedestrian wait times that are also wider to allow comfortable crossing.
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**.
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.

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.

We would be pleased to meet with you to discuss our response further or answer any questions you may have.

Yours sincerely

Nadia Broccardo
Chief Executive
Team London Bridge