Appendix 1: The ‘High Street London Bridge’ placeshaping project in the *London Bridge Plan* (p25).

**PLACESHAPING**

**PROJECT:**

**HIGH STREET LONDON BRIDGE**

A permeable integration of the revamped London Bridge Station and Tooley Street will create a reinvigorated public realm which improves wayfinding at the station’s entrances and exits, and better links London Bridge’s assets and amenities.

Tooley Street will ensure that the area has the capacity to deal with the large, and ever-increasing, amounts of pedestrian traffic, and that access to the station is safe, by reducing and controlling the movement of vehicular traffic.

This *cohesively designed public realm* will see the station integrate the neighbouring areas, **improving connectivity** between London Bridge City Pier, London Bridge Station and the London Bridge Low Line.

Retail, food and beverage provision in the arches at the station periphery will provide public realm activation, and **cycling routes** and amenities will be provided to increase accessibility at every level.

**LIVELY**

Improving access, wayfinding and safety around the station is important to creating an integrated interchange.
Appendix 2: The Low Emissions Neighbourhood Funding Bid: Wider project objectives including details and photomontage of the Tooley Street project.

Project Objectives

The proposal works on two levels: firstly, by diverting footfall away from the busiest and most polluted roads and onto some of the quieter streets where pollution levels are considerably lower. Secondly, by reducing the overall levels of pollution in the area through a coordinated programme of business led interventions. Figure 2 outlines the location of the low emission routes in relations to high exposure routes, which also see high footfall levels.

Our objectives are:

1. To reduce levels of NO2 and PM10 on Borough High Street, by reducing the number of petrol and diesel fuelled vehicles that drive to and through the area.
2. To reduce people’s exposure to NO2 and PM10 by encouraging pedestrians and cyclists to take routes where pollution levels are lower.
3. To inspire the Better Bankside and Team London Bridge business community to become active champions of better air quality.
4. To develop a robust understanding of which measures are effective in meaningfully reducing levels of NO2 and people’s exposure to it with a view to informing a more far reaching cleaner air investment plan across the borough.

Figure 2: Low Exposure Routes / High pollution areas and footfall
## Tooley Street (Thames Path)

<table>
<thead>
<tr>
<th><strong>Current Situation</strong></th>
<th>Over 118,000 workers and visitors exit London Bridge Station every weekday₁³, many of these coming out of the rail and tube station on the western end of Tooley Street. The vast majority take the busy and highly trafficked route along Duke Street Hill (to the west) or Tooley Street eastwards. Not only does this expose them to the dangerously high levels of pollution on Duke Street Hill and Borough High Street, it also forces them to cross over Borough High Street, which is an intimidating and hostile experience. Many people are unaware of the continuation of Tooley Street as it becomes virtually traffic-free and joins the Thames path under London Bridge. This is a back street, poorly lit and underused, even avoided – but a perfect route to anywhere near the river, including the pier and riverboat services and the station’s nearest cycle hire docking station.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Proposed Improvements</strong></td>
<td>1. Green infrastructure - a rain garden and a bench will be installed at the fork between Tooley Street and Duke Street Hill to attract people onto Tooley Street.  2. Signage will be deployed to draw pedestrians and cyclists onto the route and away from more polluted options.  3. The measures will be supported by the information campaign described below which will inform pedestrians of the route’s existence and the benefits of taking it.  4. The route will be better indicated on refreshed Legible London signage.  5. A Fresh Air Crossing will cross Tooley Street at the fork, linking London Bridge Underground to the continuation of Tooley Street.</td>
</tr>
<tr>
<td><strong>Impact / Public Benefit</strong></td>
<td>• By drawing pedestrian flow onto Tooley Street and the Thames Path, we will improve the profile of this low emissions route joining Borough Market and Bankside in the west to London Bridge underground station, Hays Galleria and beyond in the east.  • The greening measures will create a far more attractive streetscape and a feeling of safety  • Planting across the area will absorb and filter pollutants from the atmosphere</td>
</tr>
<tr>
<td><strong>Funding</strong></td>
<td>Mayor’s Air Quality Business Fund and match-funding from Team London Bridge BID.</td>
</tr>
</tbody>
</table>
Figure 7: Indicative design, Green Infrastructure on Tooley Street.