

Meeting the 10 Design Principles on Blackfriars Road

Transport for London (TfL), in close consultation with its partners the boroughs of Southwark, Camden, Islington and the City of London, is proposing a continuous, high quality, substantially segregated cycle route between Elephant & Castle and King's Cross.

In early 2013, Transport for London and Southwark Council worked with the local community to develop a set of ten design principles for the landscaping and public realm of Blackfriars Road to create a vision for the future. These ten principles have been embedded in the design process and the table below summarises how they are integrated into design

Design Principle	CSNS Design
	Narrower carriageway, wide median strip, 2-way cycle track, junction improvements
Recognise and respond to the character and heritage of Blackfriars Road and its surroundings	Fewer road markings required. Simpler road layout to make the character stand out.
Reconcile the aspiration for a cohesive landscaping of Blackfriars Road with the need to acknowledge its different segments/portions	Use of median strip can vary along the length of Blackfriars Road to reflect character and demands. Consistent use of materials and street furniture along the length.
Enhance and extend existing greenery to provide visual softening, acoustic attenuation and water run-off mitigation	Existing mature trees remain in sensible positions. New tree planting where there are gaps (subject to underground service investigations)
Support and incentivise active frontages and ground floor uses along the street	Reduced street clutter on footways, wider footways and new urban spaces creates additional space for activity along the street.
Resolve the conflicting crossings and ease pedestrian movement across Blackfriars Road at Southwark St/Stamford Street, Columbo Street/Burrell Street, The Cut/Union Street and St George's Circus	<ul style="list-style-type: none"> • Southwark St/Stamford St: crossings provided on all junction arms • Columbo St/Burrell St: uncontrolled crossing with narrowed carriageway and central refuge • Cut/Union St: Wider refuges and crossing areas • St George's Circus: Pedestrian crossings on desire lines across all junction arms
Balance the needs of private and public vehicles, cyclists and pedestrians	<ul style="list-style-type: none"> • Loading possible at all times where necessary • Bus lane removed • Cyclists segregated from traffic along whole of Blackfriars Road • Street furniture relocated from footways to median strip
Celebrate temporary events and provide opportunities for temporary uses	Potential for temporary uses where footways are wide and at the new urban spaces at St George's Circus and Stamford St
Develop an identity for Blackfriars Road to become a destination	Street scene would have the look and feel of no other in UK. A flagship urban realm scheme
Integrate Blackfriars Road more effectively with the surrounding areas	Distinguished and pleasant corridor with potential for improved signage to nearby destinations. Urban Realm would be at a similar quality to nearby The Cut and Stamford St
Establish a creative lighting strategy for Blackfriars Road	Luminaires to be upgraded for brighter white lighting. New lighting at St George's Circus.