

# BLACKFRIARS ROAD PUBLIC REALM STUDY

DRAFT PUBLIC  
CONSULTATION  
REPORT

FEBRUARY 2013

Allies and Morrison  
Urban Practitioners



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# 1 INTRODUCTION

Thank you for taking the time to find out more about the Blackfriars Road Public Realm project.

This document sets out the consultation process and feedback from residents, local office workers, the wider general public and key stakeholders for the first stage of consultation which has been carried out during January 2013.

## Context for the project

Blackfriars Road is changing. A variety of new developments are under construction, and further proposals are being submitted by developers along this historic street.

This follows a wider process of change in the area which has seen successful improvements to The Cut, the opening of a new Thameslink station at Blackfriars, and thousands of visitors arriving at Southwark Tube to access the Tate Modern.

This process of change is set to continue with the completion of the nearby Tate extension, the redevelopment of a number of mixed use buildings under construction along the street, and the redevelopment of Elephant and Castle to the south.

TfL developed a scheme for Blackfriars Road in 2009. This scheme is currently being revisited following renewed development interest in the street and input from the Love London Go Dutch cycling campaign.

## The Blackfriars Road Public Realm Project

In order to improve the environment, public realm and open spaces along Blackfriars Road, a project has been set up, by Southwark Council, with a steering group including Transport for London, Better Bankside, Waterloo Quarter, Southbank Employers Group. A local landowners forum is part funding the project, as a key stakeholder.

The project seeks to improve the quality of the environment for local residents and businesses, ensure the construction of various projects is coordinated, and maximise opportunities for local people.

Allies and Morrison Urban Practitioners have been appointed to carry out this project. Alongside the consultation described in this document we are undertaking mapping and design exercises to co-ordinate the landscape for all developments in the area, and develop proposals to achieve the highest quality public realm along the road.

The design principles for the road, informed by the public consultation and design review work will be discussed with TfL to ensure the most successful scheme for Blackfriars Road, that can meet the needs of pedestrians, cyclists, drivers and public transport alike.

How to find out more:

- You can keep up-to-date with the project at Southwark Council's website at: [www.southwark.gov.uk/blackfriarsroad](http://www.southwark.gov.uk/blackfriarsroad)
- If you wish to make comments on this document or offer further information please email [dan.taylor@southwark.gov.uk](mailto:dan.taylor@southwark.gov.uk)



# 2. CONSULTATION PROCESS

# BLACKFRIARS ROAD

## Public Realm Consultation



Are there any sections of the street or characteristics that you particularly like?

What are the key issues for the street? (For pedestrians, cyclists, cars or buses)

How do you think the street could be improved? (Space or design)

Having walked the street, what kind of activities, uses, or events do you think would be successful?

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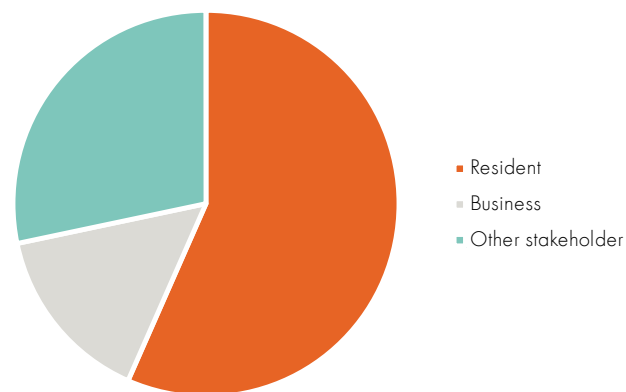
Worksheet given to participants on the walking audit



## 2 CONSULTATION PROCESS



Plan showing walking audit route and discussion points



Pie chart illustrating the split of local residents, local businesses and other stakeholders who attended the walking audits

This is the first stage of consultation for the Blackfriars Road Public Realm project. The purpose of this consultation has been to find out what local people think about the area, helping to identify the characteristics people like and key areas which need to be improved.


A series of different methods have been used by the project team to find out what local people think, including:

1. Four walkabouts along the street at different times of the day;
2. A pop-up coffee stall consultation event;
3. Stakeholder interviews; and
4. General correspondence with local stakeholders.

### Walking audits

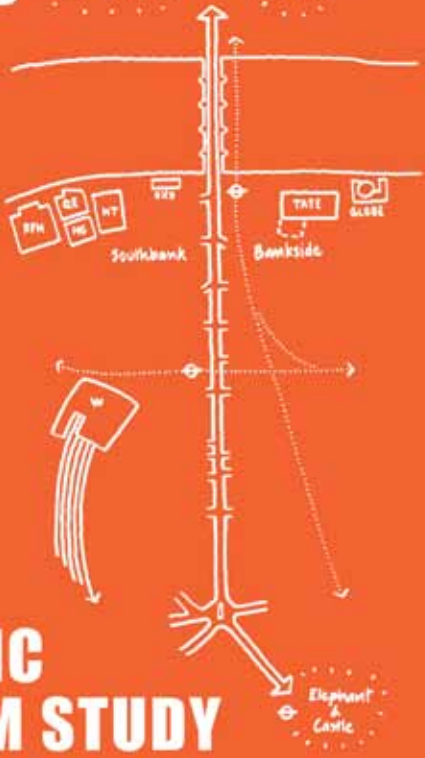
Four walks took place at 8am, 12:30pm and 6:30pm on Wednesday 16th January and at 10am on Saturday 19th January. These walks were open to the general public and advertised through local interest groups and forums such as Better Bankside and the SE1 forum. Over 50 people attended these events, which each lasted about 90 minutes. The pie chart to the left illustrates the split of attendees between local residents, local businesses and other stakeholders which included council officers, infrastructure partners, cycling groups and the organisation Living Streets.

The walks gave people the opportunity to consider the street's character in terms of buildings, uses and activities, public spaces and movement nodes. The walks started at Blackfriars Train Station on the river walk and ended at St Georges Circus, stopping at key points to enable discussion about the road. Participants noted on a worksheet the areas that they appreciated or liked, where they didn't feel comfortable and also made suggestions for improvements along the road. Following the walk, participants with time joined the group in a local cafe to discuss any points of interest in greater detail.



# BLACKFRIARS ROAD

Westminster City



## PUBLIC REALM STUDY

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# BLACKFRIARS ROAD

## Blackfriars Road is changing...

New development, the arrival of new businesses and an increase in the numbers of tourists visiting the area.

### What we are doing?

Southwark Council has launched a project with local stakeholders to improve the quality of the environment along Blackfriars Road for everyone who uses it. Allies and Morrison has been appointed to develop a design proposal to ensure the highest quality public realm is delivered, which co-ordinates the separate development proposals coming forward and TfL's overall plan for the street.

### How you can help? Tell us what you think!

- How do you use Blackfriars Road?
- Which parts of the local area do you visit most frequently?
- What are the best parts of Blackfriars Road?
- What are the key problems with the street?
- How could the physical environment be improved?
- What would you like to see happen along the street?

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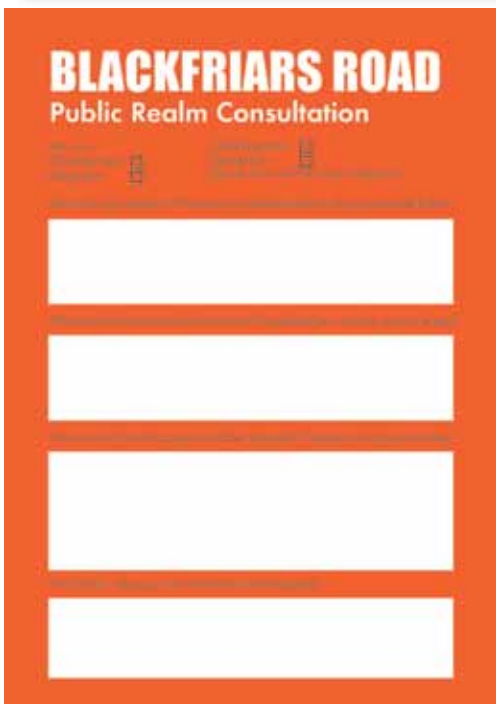
[www.southwark.gov.uk/blackfriarsroad](http://www.southwark.gov.uk/blackfriarsroad)

Banners used during the coffee stall to advertise and explain the event



### Pop-up coffee stall event

On Friday 18th January from 11am to 2:30pm a coffee stall was set up outside Palestra House on Blackfriars Road. A small coffee van provided hot drinks and tables and chairs were supplied by Better Bankside. This event engaged with local residents, people who work in the area, and people who use Blackfriars Road as a route rather than a destination. Large banners provided information on the project whilst maps and worksheets were provided to help people record their views. These included broad questions and asked people to plot their regular walking routes in the area.



Worksheet given to participants during the coffee stall event

### Stakeholder Workshops

Events with key local groups were a useful way to engage with people who know the road well and to explore key issues relating to particular groups.

**Borough Babies:** On Tuesday 29th February the project team visited the local community group Borough Babies at the Mint Street Adventure Playground to give parents in the area an opportunity to comment on the project.

**ASC Studios:** On Tuesday 5th February a meeting was held with the chief executive of ASC artists studios which is located at St Georges Circus.

### Other correspondence

There has been ongoing correspondence and emails with a number of stakeholder groups and local residents about key issues such as cycling.



### **Consultation feedback**

The next three chapters in this document outline the information that has been collected during the first stage of the consultation process at Blackfriars Road. The comments and feedback has been collated and organised into three chapters which cover broad themes that emerged during the process.

These themes include:

1. The physical environment at Blackfriars Road
2. Uses and activities occurring at Blackfriars Road
3. The character and place-identity at Blackfriars Road

Within these themes, individual issues raised during the consultation process have been drawn together under sub-themes.

Detailed discussions regarding individual developments coming forward along the road have not been included as this consultation is focused upon the public realm improvement to the road itself. Similarly, other issues unrelated to the public realm of the road are not covered in the document.

Opposite page: A selection of photos from various Blackfriars Road consultation events

***"This street is the gateway  
to the south. It should  
be expressing a big  
welcoming hello!"***

# 3.

## THE PHYSICAL ENVIRONMENT AT BLACKFRIARS ROAD



Blackfriars Road walking audit...





## 3 THE PHYSICAL ENVIRONMENT AT BLACKFRIARS ROAD

This chapter draws together comments and discussions from the consultation events undertaken at Blackfriars Road regarding the physical environment of the road. These discussions included key problems to be addressed, positive attributes of the road, and ways to improve and overcome current issues.

### Pedestrian space and movement

It emerged through the consultation events that users of the road felt the environment for pedestrians could be hugely improved. Key issues included the width of pavements and the ability to cross Blackfriars Road.

#### Crossing the road

Many east/west connections were highlighted as key routes across the road, which confirms the importance of providing regular and usable places to cross the road. A number of crossing points along the road were highlighted as needing improvement such as at Colombo Street which is both a key route for commuters walking to Waterloo, but also used by local people accessing their GP surgery. In some places traffic light signals were also highlighted as slow for pedestrians such as at Webber Street, Southwark Street and at the top of the road at the river. These factors were all considered to increase the feeling of car priority and dominance on the road. In contrast, opinions were generally very positive about the count-down crossing at Southwark Street tube. A number of people suggested establishing an 'X style' crossing here, such as at Oxford Circus.

#### Does the road need a median strip?

Groups discussed whether a median strip could be implemented along the middle of the road to improve pedestrian crossing facilities. It was suggested a median strip would need to be wide enough for pushchairs to stop safely and could also contain planting and trees to help create a space for pedestrians. Successful examples suggested from elsewhere included Oxford Street and Brixton

High Street, where people can cross easily using the median strip wherever they choose. Participants were broadly supportive of this principle provided that barriers were not included on a central median.

#### How wide should the pavements be?

During events comments were made about the width of pavements along Blackfriars Road. Towards the southern end of the street many people noted that the pavements were really wide but not well used. In other places, such as outside Blackfriars Cafe, it was suggested that the pavements could be wider to allow for cafes and bars to have tables that 'spill out' onto the street. It was noted here that the pavement is one meter narrower than the section immediately to the south.

Parents and wheelchair users commented that in some areas of the road there were issues with accessibility due to a lack of dropped kerbs and bumpy surfacing. Making sure the pavements are wide enough to accommodate all users is considered important.

#### Design of the pedestrian environment

Participants suggested that the design of the pavements along the road should be treated in a 'holistic' manner with the same surfacing used throughout. It was noted that currently some of the surfacing is of very poor quality. Similarly, street furniture such as seating was felt to be important to deliver along the length of the road - "*creating places for people to sit creates activity and character*". However, it was noted that the area around the drug and alcohol recovery centre on the road should be treated with care to prevent anti-social behaviour here. It is also important to note that the maintenance of the pedestrian environment will be key to its improvement.

## Cycling

Cycling was a very popular topic of discussion amongst participants. Blackfriars Road is recognised as a key route for cycling into the city. It was commented that there *"needs to be a response to the increase in people using this method of travel in London"*.

### Cycle lanes

A significant majority of participants commented that better cycling facilities, including cycle lanes and parking, are needed along Blackfriars Road. However, there was a debate throughout the consultation process as to whether cycle lanes should be segregated or integrated with vehicular traffic. Many were concerned about the safety of integrated cycle lanes and felt that there was enough space within the road for a segregated lane, separated from the rest of traffic by a kerb. However, others felt that a segregated lane would cause problems when the lane arrives at side roads – *"who gets priority?"* Additionally bus stops could cause a problem as the cycle lane may have to run behind the bus stop, therefore creating an island for waiting pedestrians at the bus stop. It will be important for the cycle route to be integrated into the wider TFL strategy for London and link up with other routes.

### Road design

It was highlighted that there are two separate conflicts to resolve; between cyclist and vehicles (buses and private vehicles), and pedestrians and cyclists. Additionally certain road surfaces were suggested as not good for cyclists such as bumpy bricks and traffic calming measures such as raised tables.

### Cycle facilities

It was felt that better facilities for cyclists could be provided along Blackfriars Road such as better and more attractive bike parking, more Boris bikes and larger stopping areas at traffic lights. Step free access to the Boris Bikes at Southwark Station was mentioned by some participants.

## Cars and vehicles

Many consultees felt that the dominance of vehicular traffic on the road needs to be addressed – *"The road gets private vehicles through as quickly as possible and pedestrians and cyclists feel like an irritation"*. At the same time the road must remain as a functioning main road and key route for traffic into the city.

### Reducing the dominance of traffic

A number of methods to help reduce the dominance and speed of traffic were suggested, including a 20mph speed limit, better and more interesting lighting design, and ways to break up the tarmac with new road surfacing and a central reservation with planting. The number of lanes of traffic was questioned. In some places there are as many as four and it was felt that this could be reduced. In general, participants supported one lane of traffic with a second lane for buses. A key problem junction for traffic was at Southwark tube station, which has been the site of a number of accidents between vehicles, cycles and pedestrians. One solution to this could be a right hand turn light for traffic at the junctions.

### Buses

A problem was highlighted with the removal of bus stops during developments. Participants thought that temporary bus stops should be provided during development so that local people are not inconvenienced. In the longer term it was felt that bus stops could become a feature of the road, with space for the buses to pull into, and better, more spacious waiting facilities.

## Public space, greening and planting

Participants felt that public open space along Blackfriars Road needs to be protected and new opportunities for green space identified, as the area was considered to be deficient in green space.

### Spaces to be enhanced

Three key spaces that were valued along the road include the small garden adjacent to the River

Thames outside Ludgate House. This was felt to be "an opportunity space" with attractive historic characteristics that could be enhanced. Secondly, the gardens at Christ Church were highlighted as an asset as many people use the space at lunch time – "We need to prevent the church from disappearing amongst tall buildings". It was felt that more could be made of the entrance to the church. Thirdly, the community garden adjacent to Helen Gladstone House was felt to be an important pocket of green on the road.

### **An innovative approach to creating new green space**

It was felt that an innovative approach was needed to make the road more green and create usable spaces for local people, for example creating green roofs and roof gardens, small pocket gardens, outdoor gyms and taking advantage of the space at St Georges Circus for a garden. The Circus could be enhanced with more planting and seating. The space would be used more if the pedestrian routes were prioritised across the space – towards Elephant and Castle and to St Georges cathedral. The current pedestrian route towards Elephant and Castle is considered to be awkward with a detour to Borough Road required. With new development surrounding the Circus it was felt that this would become a safer and usable space.

### **Planting**

It was felt that the road would benefit from tree-scape improvements to join up the gaps in the line of trees along the street and help in creating 'good enclosure' which parts of the road currently lack. Some suggested that planting would help to 'soften the road' and improve the environment. However, there was also concern over the maintenance of planting beds as some planting beds can become rubbish collectors if left untended. Positive comments were made about the lights in the trees, funded through the Waterloo Quarter BID, and it was suggested that this scheme could be extended.

## **Built environment**

The built environment was felt to be an important factor in contributing to the success of the physical environment at Blackfriars Road. New buildings should respect the character of the existing and historic buildings and the ground floor was considered particularly important - "we need to retain the texture of the built frontage on the road".

### **Tall buildings**

It was discussed at the outset of all the events that building heights were not within the remit of the public realm study, and that the team would help interested parties contact relevant planning officers and developers to discuss site specific issues along the street. Building heights were considered to be a key issue by many participants in terms of their impact on the street's character - "We need to be careful not to get closed in by big buildings". Some residents commented that tall buildings were good in some locations such as near the river and by the tube station, but these should not be allowed to 'creep' along the road. Residents who would like to understand more about individual development proposals are encouraged to visit the council's planning applications pages and download detailed designs for sites along the street and get involved in the planning decision process for each site. The weblink to access all plans for development along the road is <http://planningonline.southwarksites.com/planningonline2/> or call the duty planner line on 020 7525 5403.

## **Addressing the side streets**

Many residents mentioned that a number of key side streets should be addressed at the same time as Blackfriars Road due to their poor quality or issues with speeding vehicles. Key examples include Colombo Street, Rennie Street and Webber Street. This could be achieved with surface material changes and raised tables at the junctions with Blackfriars Road.

***"Release the majesty of  
the road"***

***"Active users should have  
the straightest lines and  
the greatest priority, the  
cars can 'diddle'"***

# 4. USES AND ACTIVITIES OCCURRING AT BLACKFRIARS ROAD



Plan showing the routes most frequently walked or cycled by those people who were consulted and filled out the map worksheet during consultation event.

## 4 USES AND ACTIVITIES OCCURRING AT BLACKFRIARS ROAD

Overall, Blackfriars Road is currently considered to have a fairly limited offer in terms of uses and activities. However, the road is used as route in order to get to other places by a huge number of people. Additionally, according to the SE1 forum, there will be an increase of 1,700 new homes in the area if all the proposed development goes ahead. Therefore, there is an opportunity to consider what Blackfriars Road needs in terms of new uses and plan where the key activity zones could be concentrated or further developed.

### Most used routes

The plan opposite demonstrates popular routes around Blackfriars Road used by the participants in the consultation. The plan demonstrates a number of key points about routes and activity around Blackfriars Road:

- The northern end of the road is significantly busier than the southern end.
- There are key east/west connections from Waterloo across the road towards London Bridge and at Southwark Street towards the Southbank and National Theatre.
- Southwark tube station is a key node of activity and there were many short routes from here to local office buildings by commuters.

### What do local people need?

Local residents, in particular, were well placed to highlight which uses in the area are currently lacking. The groups discussed the fact that control over this is outside the scope of the study, but it was agreed that points would be noted. Participants highlighted a local need for a laundrette, a dry cleaners, an ATM, a chemist, a bank, a doctor's surgery, a dentist, a fish and chip shop, a cinema, a Robert Dyas and a range of clothes shops including children's clothes shops.

A number of these facilities previously existed in the area and acted as community meeting places. There were requests for a new large supermarket in the area, although many people commented that there were already many smaller ones. There was also a concern about supermarkets putting local shops out of business.

### Small and Independent shops

Many people who were consulted suggested, *'We need to take care wherever possible to protect small successful businesses from being replaced in regeneration'*.

It was highlighted that a number of businesses along Union Street and The Cut have been pushed out either due to their premises being redeveloped or due to higher rents as a result of regeneration in the area. Self employment, independent shops and local enterprise was felt to be an asset to the area and more support for these was requested. However, it was also noted that the Council cannot control whether businesses opening in new developments are independently run.

### Market and cafe culture

Many people felt that markets and a cafe culture should be encouraged in the area. Isabella Street, behind Southwark tube station was given as a positive example by many people of the type of activity and space they would like to see on Blackfriars Road. People commented on the planting and outdoor tables that create a friendly atmosphere. As one person described, *"the businesses spill out of the shops onto the street"*. Similarly, East Street market was suggested as the type of market that could develop on parts of Blackfriars Road, expanding from the popular stalls that already exist under the rail bridge next to the tube station, selling produce that local people need.

Many people highlighted that the gallery and studio use of Erlang House was a great idea and that more



Plan demonstrating the key activity generators of the area that surround Blackfriars Road



of this should be considered in other places, perhaps expanding the space for a craft market. This could be done in empty buildings. ASC Studios stated that they are interested in retaining their studio space at Blackfriars Road, even once Erlang House has been redeveloped if an agreement could be reached with the developers. Galley space is a useful strategy to activate ground floor frontage and retain cultural uses in the area, and can attract visitors to the street. The Chief Executive at ASC studios highlighted, *"now is the tipping point for the loss of cultural activities locally"*.

Retaining cultural facilities and improving levels of activity on Blackfriars Road is considered key to attracting more people to spend time at Blackfriars Road. As one member of the public described, *"I work nearby and often use either Borough Market or the area around the Blue Fin building for lunch. Blackfriars Road needs to offer more food options and atmosphere to attract people to stay here"*.

### **Local activity nodes**

The road is currently surrounded by a series of activity generators that people travel across and along Blackfriars Road in order to reach. These 'draws' were highlighted as destinations by participants. People suggested that Blackfriars Road needs to offer places for people to stop at on the way to or from these destinations.

***"If you stand at the end  
of the road at the river  
looking down, it is a grand,  
impressive and long view"***

# 5. THE CHARACTER AND PLACE-IDENTITY AT BLACKFRIARS ROAD



Blackfriars Road Coffee Stall consultation...



## 5 THE CHARACTER AND PLACE-IDENTITY AT BLACKFRIARS ROAD

With the proposed quantum of new development at Blackfriars Road, many people commented on the need to maintain the positive characteristics of the road. Some methods were suggested to further enhance the character of the road and these are outlined below

### Highlighting the roads personality and history

It was suggested by many that Blackfriars Road needs to make more of its history and assets in order to draw people along the road and down from the river. Better signage and perhaps a walking tour and information boards were suggested as methods to help achieve this. Key areas of interest were highlighted by local people including filming sites from the Harry Potter films, the historic boxing ring, the criminal history, Shakespeare and Dickens connections, the historic industries and the interesting social histories of the area.

From Southwark tube station better and higher profile signage was suggested to major destinations such as the Tate, the Imperial War Museum and Elephant and Castle. More signage was also needed to highlight local community facilities such as Blackfriars Settlement.

### Where could Blackfriars Road be like?

Many people were asked where Blackfriars Road reminded them of, or where Blackfriars Road could be like. Local residents pointed out that Blackfriars Road was designed as a grand entrance to London and therefore this principle should be taken forward. Generally people commented that Blackfriars Road reminded them of a Parisian Boulevard due to the width of the road and the mature trees. People also suggested the road should be more like Bermondsey Street and The Cut, aiming to provide places for people to visit and cafes to stop in.

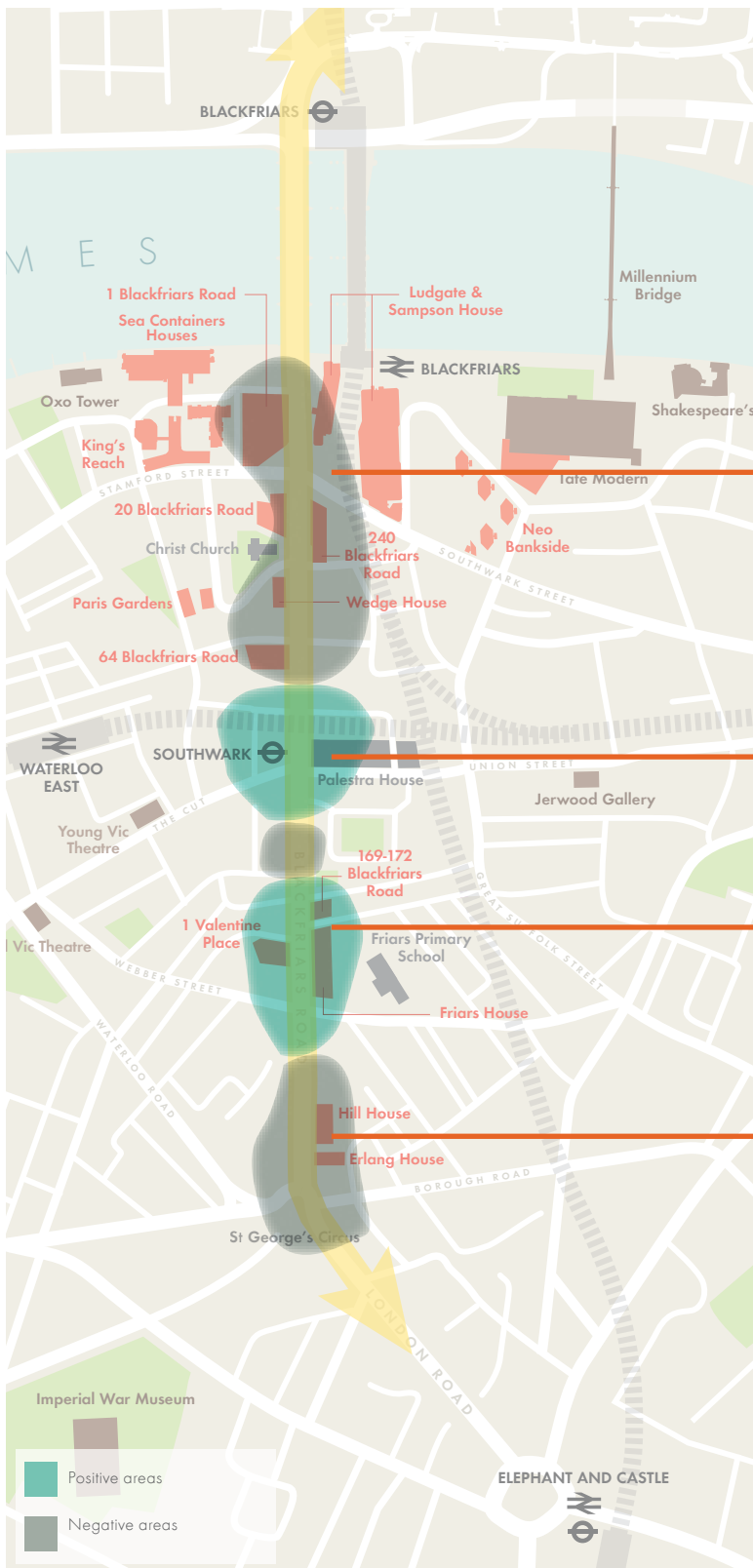
### Built environment

Many of the contributors to the exercise were keen to retain and enhance the historic character of the road, with as many historic buildings being preserved as possible, such as the Georgian terraces, the Temperance Building and other old pubs. New buildings should respect the mixed nature of the road. As one person commented "*Behind Blackfriars Road there are small, winding streets and interesting hidden corners*".

Building frontage was also key in helping to add character and interest to the street. The southern end of the road was felt to lack this quality due to the number of blank and boarded up frontages - "*The empty premises dominate the street environment*". Many people commented that new buildings must have active uses on the ground floor to add interest to the street. These new buildings should also be mixed-use and never all offices as it results in areas of the road being very quiet in the evenings and at weekends.

### The road as a neighbourhood: a delicate chemistry

Participants noted that Blackfriars Road has always been a mixed area that has balanced different uses. However, there is concern that the recent growth in office space is contributing to dividing the community. For example, a number of parents who were consulted mentioned feeling uncomfortable about taking their children to some of the cafes used by office workers. It was suggested that larger units used in imaginative ways should be provided that can cater for many groups of people simultaneously. Leon and El Vergel were highlighted as great examples where there is, space for both office workers and families in one place.



"THE ROAD NEEDS TO ADDRESS THE HUMAN SCALE."

"THE STREET IS A CANYON."

"THE ROAD IS FACELESS."

"THE ROAD IS A HOTCHPOTCH – THERE IS NO COHERENCE OR CONSISTENCY".

"THE CUT HAS BEEN TRANSFORMED AND NOW I CHOOSE TO STOP HERE, MEET PEOPLE, AND SPEND MONEY!"

"THERE IS A SENSE OF A VILLAGE CENTRE AT WEBBER STREET."

"PEOPLE LOOK OFF THE STREET FOR ACTIVITY."

"IT IS NOT A VERY PRETTY ROAD – THERE IS JUST TOO MUCH CONCRETE!"

"DESOLATE."

"SCARY AND DANGEROUS AT NIGHT!"

Plan demonstrating the character areas along Blackfriars Road

### **The road as 'zones'**

Although Blackfriars Road is considered a boulevard of sorts by many, a series of distinct character areas emerged during the consultation which have been highlighted on the plan opposite. Some areas were considered to have a more positive character and others in need of improvement. Some areas of the street are considered quieter than others, however it was felt that this is part of Blackfriars Road's overall appeal and this variation should be retained. Comments relating to each area are included next to the plan.

It is important to note that these areas are not fixed and may change at different times of the day. A number of local residents noted that the area around St Georges Circus has started to improve in terms of activity – *"The student accommodation has started to create vibrancy"*. Although it was also highlighted by ASC Gallery that the area was still considered unsafe by resident artists and that there had been a number of muggings.

It was highlighted by participants that it was often junctions and crossing points that marked changes in character areas and centres of activity.

***"This project should be about  
bringing the road to life"***

***"The road is made up of  
distinctive zones within a whole"***



# 6. SUMMARY AND NEXT STEPS

## 6 SUMMARY

A short summary of the key principles and messages from the report are listed below:

### The Physical Environment

- The physical road environment should be improved for pedestrians along the length of Blackfriars Road with a holistic overall approach that also responds to the distinct character areas along the street.
- Crossing the road should be easier for pedestrians along its entire length. A median strip, wide enough for pushchairs and vegetation could help with this. This would help to enhance the important east / west connections across the road that are currently well used.
- The design of the street, including pavement surfacing and width should allow easy access and use by all, including wheelchairs and pushchairs.
- Facilities for cycling, including cycle lanes and parking, should be improved.
- Opportunities for greening the street with planting, roof gardens, and by enhancing existing public spaces should be prioritised.
- The dominance of vehicular traffic needs to be addressed along the length of the road. A 20mph speed limit, the use of varied road surfacing; the creation of a median strip or reducing the number of lanes of traffic, could help this.
- The built environment was felt to be an important factor in contributing to the success of the physical environment. New buildings should respect the character of the existing and historic buildings and have active ground floor uses were considered particularly important.

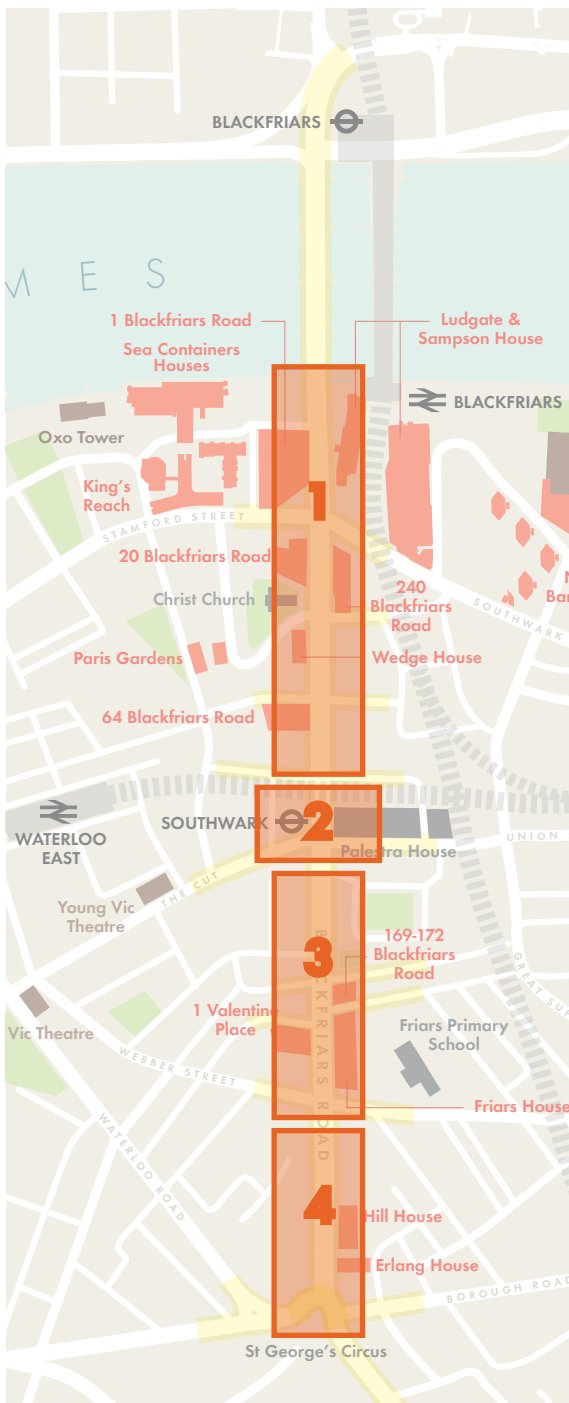
### Uses and activities

- There is a desire to retain activities and services that are useful to local people such as laundrettes, chemists and banks in the local area. Independent shops were felt to be an important local asset
- Opportunities to enhance the character of the road with markets, on street cafe seating and artists galleries should be explored.

### Character and place identity

- The area's local history can be used to highlight the road's personality with more signage, information boards and walking tours.
- The approach should recognise Blackfriars Road as a grand entrance to London.
- The importance of active and varied building frontage in order to create character on the street should be recognised.
- The importance of celebrating the distinct character areas along the road should be considered.
- The role and character of each section of the road during the evening should inform the public realm approach.





A series of principles have emerged from the consultation process which relate to different sections of the road. These are outlined below and highlighted on the plan opposite. These are 'action focused' and will help to inform the design principles that will be developed for Blackfriars Road.

## 1. North of Southwark Tube Station

- Reduce the number of lanes of traffic, if possible.
- Improve the ability to cross the road east to west, specifically at Colombo Street, Southwark Street and adjacent to the river.
- Enhance valuable public green space at the gardens outside Ludgate House and at Christ Church.

## 2. Southwark Tube station and The Cut

- Improve signage at the tube station to local tourist attractions and community facilities.
- Expand the market stalls that are currently located under the railway bridge at Southwark Tube.
- Recognise the key nodes of activity along the road such as at Southwark tube station, key east to west connections across the road, and at Webber street.
- Pavements should be wider outside Southwark Tube station, if possible
- Consider the possibility of an X style crossing at Southwark tube.

## 3. South of Southwark Tube station to Webber Street

- Recognise the node of activity at Webber street.
- Pavements should be wider outside shops and cafes where possible such as adjacent to Blackfriars Cafe.
- Enhance the public space at the community garden outside Helen Gladstone House.

## 4. South of Webber Street to St Georges Circus

- The width of the carriageway at the southern end of Blackfriars Road could be reduced.
- Prioritise pedestrian routes such as across St Georges circus and at side streets, such as Webber street, by using raised tables.
- Pavements could be narrower at the southern end of the street as they are under-used with the additional space given over to a median strip.
- Be mindful of the drug and alcohol centre and its potential impact when designing the public realm here.
- Valuable public spaces that should be enhanced include St Georges Circus.

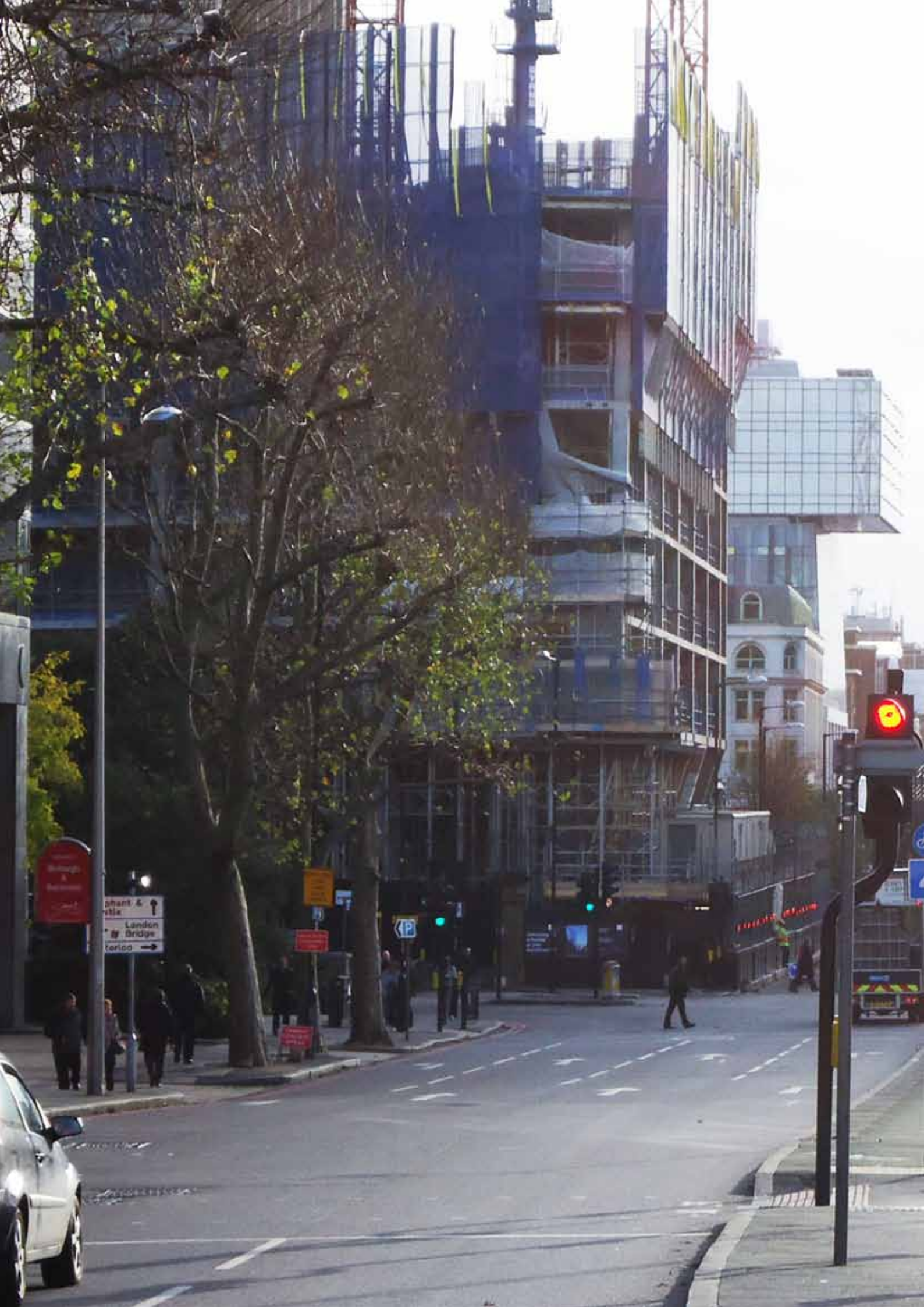


## 6 NEXT STEPS

Thank you for taking the time to review the feedback we have received during the first stage of consultation for the Blackfriars Road public realm project. All comments and issues during the project so far have been incorporated into this document as far as we are aware. However, please feel free to contact us if you feel that there are points we have missed.

We will now take forward these comments and during the consultation, to develop a set of design principles for the public realm at Blackfriars Road. The next stage will be to liaise with Transport For London regarding their plans for the street and to feedback our findings.

A design proposal will be drawn together that is based on our design principles. The proposals will be exhibited during the spring for a further round of consultation. The proposals will also be part of a New London Architecture (NLA) exhibition about the changes at Blackfriars Road during the summer.



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