


CITY05: Blackfriars junction

Loc'n:	Blackfriars junction		
Ref:	CITY05 CITY05_01 CITY05_02 CITY05_03 CITY05_04		
Highway Authority:	TfL SMS North Central		
Site inspection date:	August 2004		
			Northbound entry to junction
Existing characteristics:			
<p>Large busy junction - mixture of signal and priority control, high speeds when free-flowing but congested in peaks. Some cycle lanes overrun by traffic. Pedestrians in narrow subways below ground. Traffic flows are high and congestion can occur during peak times. Blackfriars rail/LUL station adjacent.</p>			
Problems & barriers for cyclists:			
<p>Northbound left-turning traffic has an uncontrolled slip to join Victoria Embankment, which creates problems on Blackfriars Bridge. Traffic entering New Bridge Street overruns advisory cycle lane, and queuing traffic blocks cycles attempting to enter cycle lanes. Guard railing on footways at junction restricts pedestrian movement across the large complex junction. This can cause conflict with cyclists and vehicle traffic.</p>			
Stakeholder feedback:			
<p>Facilities for cyclists and pedestrians are limited and accessibility is poor. The complex arrangement of the junction is not favourable for cyclists and difficult to negotiate except the more experienced cyclists. Improvements/modifications to the junction are essential to ensure route continuity and reduce cycle conflicts as a priority.</p>			
Constraints:			
<p>Main constraint likely to be the cost of physical measures and new signals which may be required to segregate cycles from traffic. Potential conflict with structures located in centre of the junction. There is insufficient width at some critical points to upgrade existing cycle facilities.</p>			
Opportunities:			
<p>Any junction improvement could also have a significant improvement on walking if at-grade pedestrian facilities are incorporated. This could assist in justification of funding for a high-quality scheme.</p>			
Strategy options:			Cost Estimate:
1	Upgrade advisory cycle lanes to mandatory lanes and increase width.		n/a
2	Short term scheme - improve cycle lanes including civil works to address pinch points (Maintain current traffic system but amend kerb lines and lanes to protect cycle lanes from vehicle encroachment)		£25,000
3	Medium term scheme - modify layout to enhance cycle provision and provide at grade pedestrian crossings (Addition of pedestrian crossing point and associated minor changes to signals, stoplines, ASLs etc.)		£200,000

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4	Long term scheme - significant realignment of road to replace existing traffic system (Removal of gyratory style junction and replacement with signalled T-junction)	£700,000
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Other comments:

Very important to ensure any proposals tie in with scheme on Blackfriars Bridge. Thameslink 2000 will increase pedestrian movements and increase need for major improvement to pedestrian facilities. Local cycle routes on Blackfriars Passage and Queen Victoria Street proposed by the City of London. Options 3 and 4 being looked at in the Interchange Study. CCS has been commissioned to carryout a Masterplan looking at at-grade level pedestrian facilities. Thameslink 2000 willing to contribute towards the pedestrian scheme.

Recommendation with reasons:

Proceed with scheme which incorporates Option 2 as interim scheme. Options 3 and 4 compliment improvements to the Section 6 and can be phased in with highway improvements for the bridge.

TfL to undertake further analysis of Options 3 and 4 and implement either option if found achievable as both options offer significant benefits. However, the implementation cost of option 4 is dependent on the extent of the structural and civil works required.