

			Options		
			1	2	3
	Criteria	Junction	<ul style="list-style-type: none"> - Newgate Street two-way - St Martin's Le Grand two-way south of Angel Street - Angel Street one-way westbound - New public space on King Edward Street south of Angel Street - Contraflow cycle lane on Aldersgate Street (south) north of Angel Street - Two-way cycle track between Cheapside and Angel Street 	<ul style="list-style-type: none"> - Newgate Street two-way - St Martin's Le Grand two-way between Newgate Street and Rotunda - Angel Street one-way westbound - King Edward Square bus and cycle only - New public space on King Edward Street slip road - Contraflow cycle lane on Aldersgate Street (south) north of Angel Street - Two-way cycle track between Cheapside and Angel Street 	<ul style="list-style-type: none"> - Newgate Street two-way with eastbound for buses and cycles only - St Martin's Le Grand one-way with contraflow cycle lane south of Angel Street - Angel Street one-way eastbound for all traffic - New public space on King Edward Street slip road - Contraflow cycle lane on Aldersgate Street (south) north of Angel Street - Contraflow cycle lane on King Edward Street (north of Angel Street)
Traffic modelling/ Junction capacity	Impact on junction capacity.	Newgate Street/ New Change/ St Martin's Le-Grand	<ul style="list-style-type: none"> - March 2022 traffic flows suggest junction operates at ~95% capacity - If Future Base traffic flows increase flow at this junction this may generate reassignment 	<ul style="list-style-type: none"> - March 2022 traffic flows suggest junction operates at ~95% capacity - If Future Base traffic flows increase flow at this junction this may generate reassignment 	Junction operates within capacity with March 2022 flows
		Newgate Street/ Cheapside/ New Change	Junction operates within capacity with March 2022 flows	Junction operates within capacity with March 2022 flows	Junction operates within capacity with March 2022 flows
		Angel Street/ King Edward Street	Junction operates within capacity with March 2022 flows	Junction operates within capacity with March 2022 flows	Junction operates within capacity with March 2022 flows
		Rotunda	Junction operates within capacity with March 2022 flows	Junction operates within capacity with March 2022 flows	Junction operates within capacity with March 2022 flows
	Bus journey time impact (Phase 1)	Newgate Street junctions	<ul style="list-style-type: none"> - Shorter routes for eastbound buses from Newgate Street - Longer routes for northbound buses from Newgate Street - Newgate Street/ New Change/ St Martin's Le-Grand operating at capacity 	<ul style="list-style-type: none"> - Shorter routes for eastbound buses from Newgate Street - Same routes for northbound buses from Newgate Street - Newgate Street/ New Change/ St Martin's Le-Grand operating at capacity - Bus only northbound on King Edward Street (south of Angel Street) 	<ul style="list-style-type: none"> - Shorter routes for eastbound buses from Newgate Street, with Newgate Street eastbound bus/ cycle only - Same routes for northbound buses from Newgate Street - Newgate Street/ New Change/ St Martin's Le-Grand operating within capacity - Bus only northbound on King Edward Street (south of Angel Street)
	Method of Control.	Newgate Street/ New Change/ St Martin's Le-Grand	<ul style="list-style-type: none"> - 3 stage method of control - Pedestrian stage - Segregated cycle lane - Cycle gate with early release 	<ul style="list-style-type: none"> - 3 stage method of control - Pedestrian stage - Segregated cycle lane - Cycle gate with early release 	<ul style="list-style-type: none"> - 3 stage method of control - Pedestrian stage - Cycle gate with early release
		Newgate Street/ Cheapside/ New Change	<ul style="list-style-type: none"> - 4 stage method of control - Pedestrian stage - Cycle only stage - Cycle early release on Cheapside 	<ul style="list-style-type: none"> - 4 stage method of control - Pedestrian stage - Cycle only stage - Cycle early release on Cheapside 	<ul style="list-style-type: none"> - 3 stage method of control - Pedestrian stage - Cycle early release on Cheapside
		Newgate/ King Edward Street	<ul style="list-style-type: none"> - Standalone pedestrian crossing 	<ul style="list-style-type: none"> - 3 stage method of control - Pedestrian stage - Cycle early release on Newgate Street 	<ul style="list-style-type: none"> - 3 stage method of control - Pedestrian stage - Cycle early release on Newgate Street
		Angel Street/ St Martin's Le-Grand	<ul style="list-style-type: none"> - 3 stage method of control - Pedestrian stage - Northbound cyclists run during pedestrian stage 	<ul style="list-style-type: none"> - 3 stage method of control - Pedestrian stage - Northbound cyclists run during pedestrian stage 	<ul style="list-style-type: none"> - 2 stage method of control - Pedestrian stage

		Angel Street/ King Edward Street	- 2 stage method of control - Pedestrian stage - Cycle early release on Angel Street	- 3 stage method of control - Pedestrian stage - Cycle early release on Angel Street	- 3 stage method of control - Pedestrian stage - Cycle only southbound on King Edward Street
	Wider network impact		- Traffic reassignment not expected as scheme option can accommodate existing traffic flows - Potential for Little Britain (south) to be used to access Little Britain (north) due to loss of U-turn facility at the gyratory	Traffic reassignment not expected as scheme option can accommodate existing traffic flows	Traffic reassignment not expected as scheme option can accommodate existing traffic flows
Cycling infrastructure	Does the design comply with cycle infrastructure design standards?	Newgate Street/ New Change/ St Martin's Le-Grand	- Cyclists separated in space and time on Newgate Street, St Martin's Le Grand and New Change	- Cyclists separated in space and time on Newgate Street, St Martin's Le Grand and New Change	- Cyclists separated in space and time on Newgate Street and St Martin's Le Grand - ASL only on New Change approach due to proximity to junction with Cheapside
		Newgate Street/ Cheapside/ New Change	- Cycle early release on Cheapside - Cycle stage for New Change northbound and southbound	- Cycle early release on Cheapside - Cycle stage for New Change northbound and southbound	- Cycle early release on Cheapside and New Change
		Newgate/ King Edward Street	- Cycle early release on Newgate Street	- Cycle early release on Newgate Street	- Cycle gate on Newgate Street in both directions
		Angel Street/ St Martin's Le-Grand	- Northbound and southbound cycle lanes	- Northbound and southbound cycle lanes	- Northbound and southbound cycle lanes
		Angel Street/ King Edward Street	- Cycle early release on Angel Street	- Cycle early release on Angel Street	- Cycle stage for King Edward Street southbound
	Left hook conflict at St Martin's-Le-Grand/ Angel Street junction		- Junction design removes left-hook	- Junction design removes left-hook	No issue as no left-turn here
	Cycle segregation.		Segregation to be agreed. Can be implemented where mandatory cycle lanes shown. Options for wands or stepped track.	Segregation to be agreed. Can be implemented where mandatory cycle lanes shown. Options for wands or stepped track.	Segregation to be agreed. Can be implemented where mandatory cycle lanes shown. Options for wands or stepped track.
	Cycle movements (North-South).		St Martin's Le-Grand and Aldersgate Street (south) identified as preferred through route for cyclists	- Both King Edward Street/ Montague Street and St Martin's Le-Grand/ Aldersgate Street (south) viable routes for cyclists - King Edward Square bus and cycle only	St Martin's Le-Grand and Aldersgate Street (south) identified as preferred through route for cyclists
	Cycle movements (East-West).		Two-way working on Newgate Street provides direct routes for cyclists	Two-way working on Newgate Street provides direct routes for cyclists	Two-way working on Newgate Street provides direct routes for cyclists, with eastbound buses and cycles only
	Ease of changing routes (from NS - EW).		Two-way cycle track at Newgate Street/ New Change/ St Martin's Le-Grand junction	- Two-way cycle track at Newgate Street/ New Change/ St Martin's Le-Grand junction - Turn into and out of King Edward Square provided	Cycle gates provided at Newgate Street/ New Change/ St Martin's Le-Grand junction
	Ease of changing routes (from EW - NS).		Two-way cycle track at Newgate Street/ New Change/ St Martin's Le-Grand junction	- Two-way cycle track at Newgate Street/ New Change/ St Martin's Le-Grand junction - Turn into and out of King Edward Square provided	Cycle gates provided at Newgate Street/ New Change/ St Martin's Le-Grand junction
	Cycle lane change		+819m	+942m	+781m
Pedestrian infrastructure	Footway change		+1,436m ²	+732m ²	+1027m ²
	Bus diversion routes.		Loss of U-turn facility around the southern section of the gyratory	As existing	As existing

Bus infrastructure	Impact on bus stops		- Bus stops relocated away from Newgate Street outside no. 81 to provide space for cycle lanes - Bus stop on Newgate Street (SP) for N/B services on removed with new N/B stop outside Bart's Hospital	- Bus stops relocated away from Newgate Street outside no. 81 to provide space for cycle lanes - Bus stop SP moved to King Edward Street (south)	- Bus stops relocated away from Newgate Street outside no. 81 to provide space for cycle lanes - Bus stop SP moved to King Edward Street (south)
	Impact on bus stands		Bus stand on King Edward Street moved to Giltspur Street	Bus stand on King Edward Street moved to Giltspur Street	Bus stand on King Edward Street moved to Giltspur Street
Coach infrastructure	Impact on coach parking		- Coach parking removed on St Martin's Le-Grand (south of Angel Street). - 2 coach bays retained on Angel Street	- Coach parking removed on St Martin's Le-Grand (south of Angel Street). - 2 coach bays retained on Angel Street	- Coach parking removed on St Martin's Le-Grand (south of Angel Street). - Coach parking retained on Angel Street
	Coach diversion routes		Potential loss of U-turn facility around the southern section of the gyratory	As existing	As existing
Key considerations	Public realm opportunity		- King Edward Square pedestrian zone - Localised footway widening	- Newgate Street slip road only - Some footway widening around 81 Newgate Street	- Newgate Street slip road only - Some footway widening around 81 Newgate Street
	Kerbside provision		- North side of Newgate Street outside no. 81 currently loading permitted from 7pm to 7am (double yellow single tick) - Aldersgate Street (south) north of Gresham Street currently loading permitted from 7pm to 7am (double yellow single tick)	- North side of Newgate Street outside no. 81 currently loading permitted from 7pm to 7am (double yellow single tick) - Aldersgate Street (south) north of Gresham Street currently loading permitted from 7pm to 7am (double yellow single tick)	- North side of Newgate Street outside no. 81 currently loading permitted from 7pm to 7am (double yellow single tick) - Aldersgate Street (south) north of Gresham Street currently loading permitted from 7pm to 7am (double yellow single tick)
	HVM issues		Proposed relocation of westbound bus stop on Newgate Street would clash with existing HVM	Proposed relocation of westbound bus stop on Newgate Street would clash with existing HVM	Proposed relocation of westbound bus stop on Newgate Street would clash with existing HVM