

St Paul's Gyratory

Newgate Street-St Martin's Le Grand junction design review

December 2023 V1.0

DRAFT

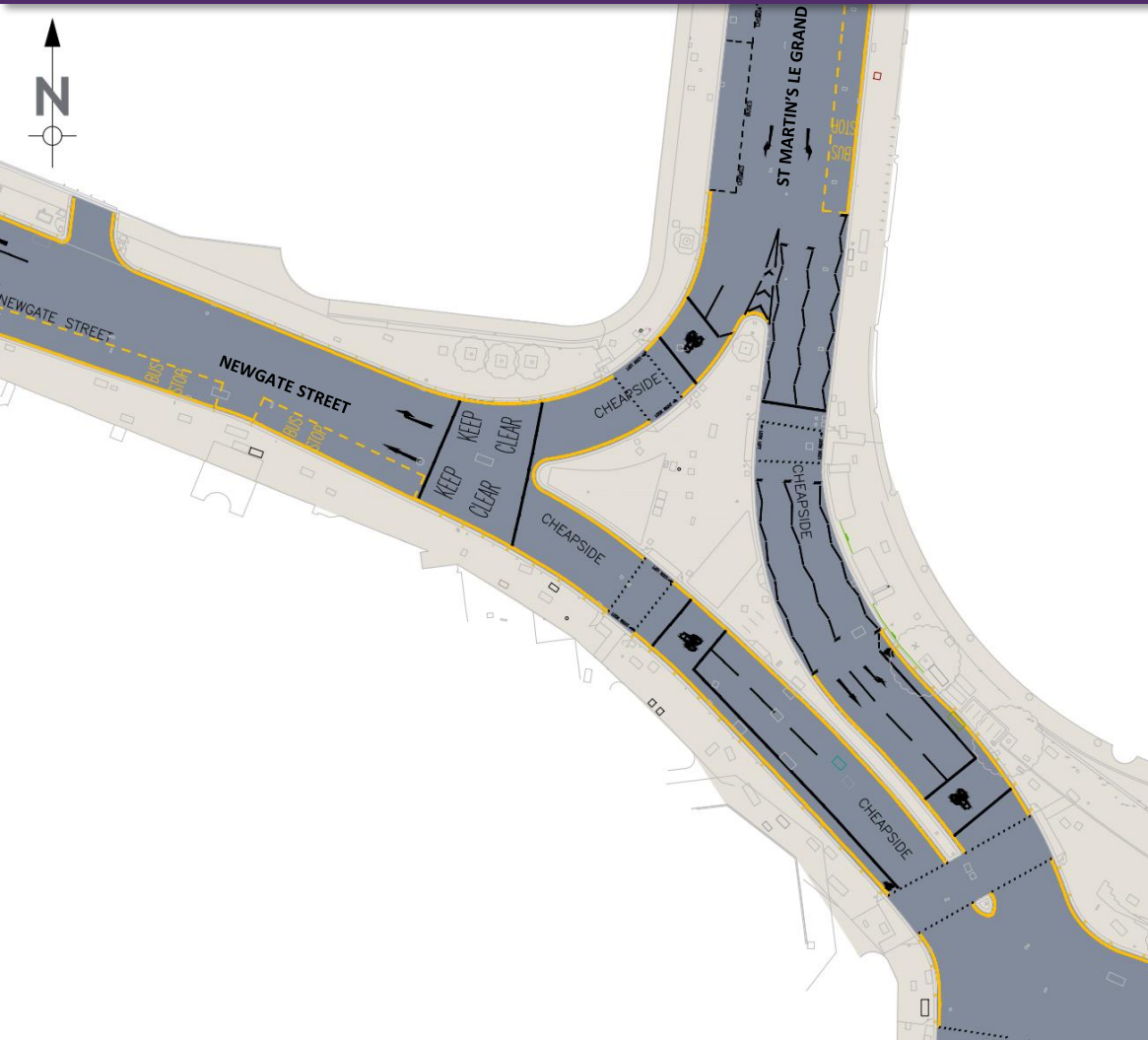
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Existing layout



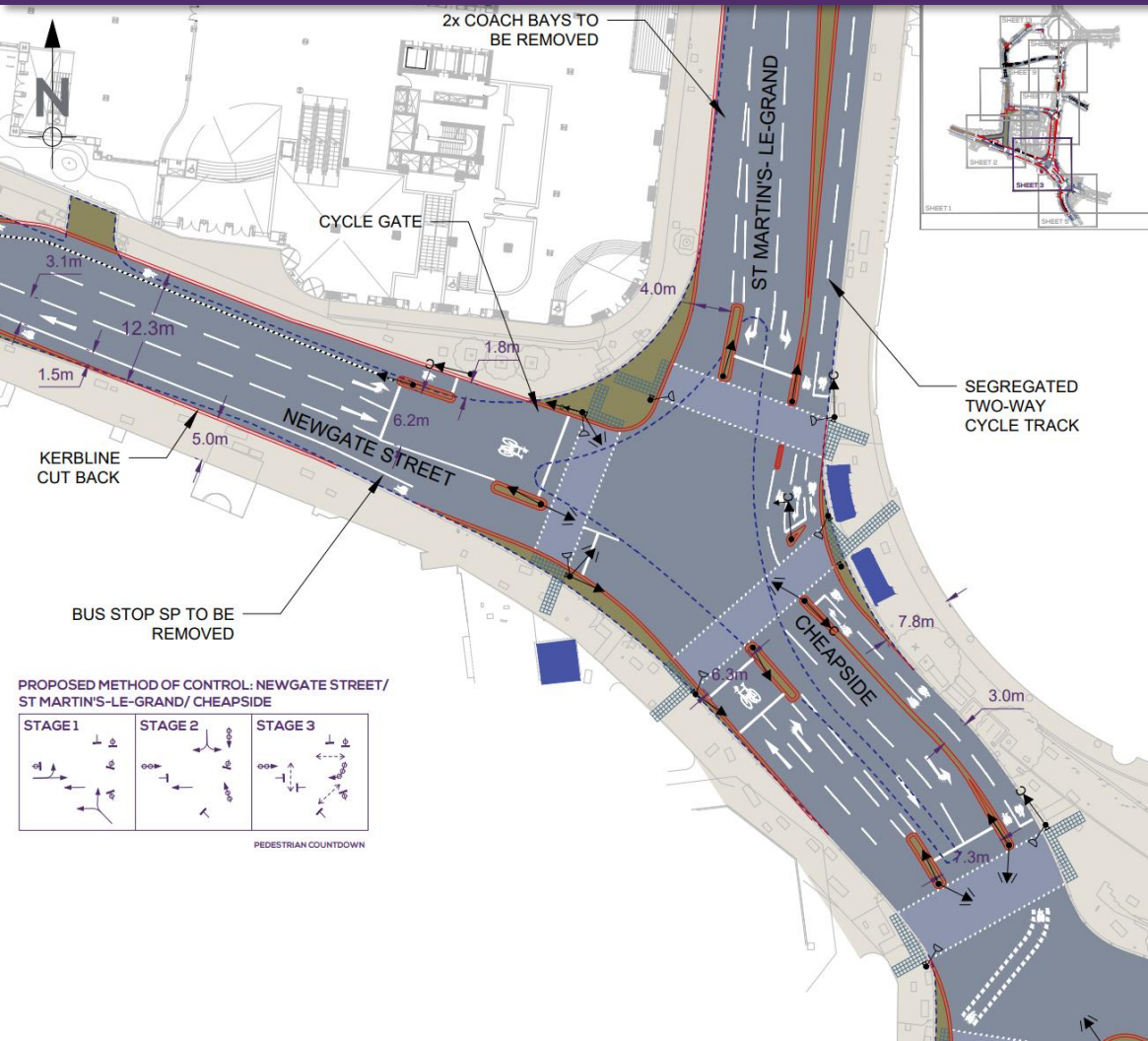
Issues

- Existing cycle facilities limited to cycle lanes with ASLs at junction stoplines.
- Pedestrian crossings are 2-stage across all of the approaches. i.e. people have to cross one crossing and then walk and then wait at the next crossing.
- No pedestrian crossing over Newgate Street.

Benefits

- Pedestrian crossing by St Paul's tube station entrance on Cheapside.

Proposed option



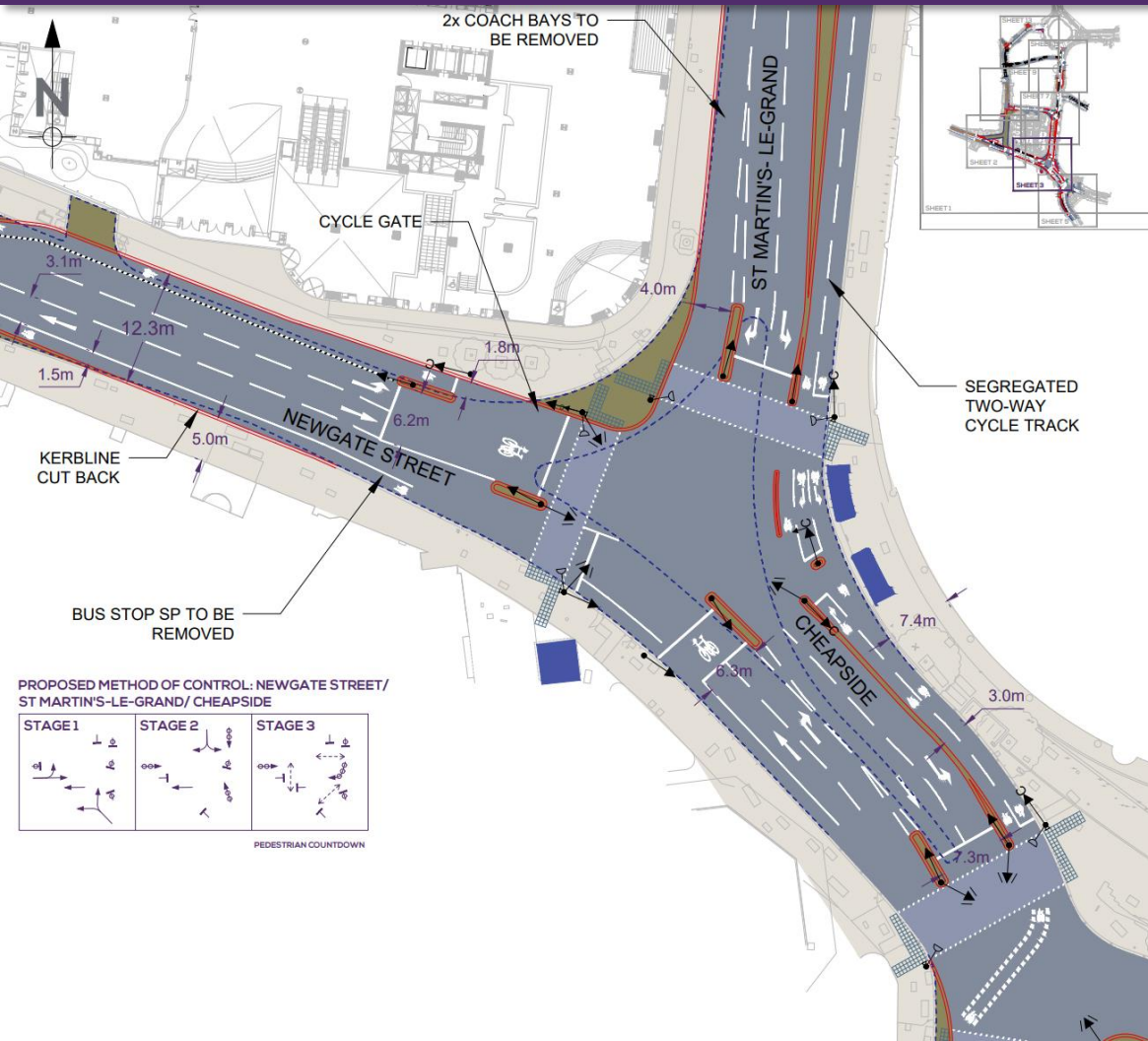
Benefits

- Cycle gate with early release for Newgate Street eastbound approach to junction with St Martin's Le Grand. Left-turn and right-turns for cyclists proceed into two-way segregated cycle track.
- Southbound approach on St Martin's Le Grand at junction with Newgate Street segregated cycle track. Southbound right-turn for cyclists during pedestrian stage onto internal stopline. Southbound right-turn cyclists run without motor vehicle traffic (same time as pedestrian crossings) and southbound left-turn cyclists run in protected cycle lane in parallel with motor vehicle traffic.
- ASL with early release on Cheapside north-westbound approach.
- Straight over pedestrian crossings on all arms of the junctions.

Issues

- Pedestrian crossing over Cheapside lands between underground access points on north side of Cheapside.
- Existing demand for the southbound right-turn from St Martin's Le Grand to Newgate Street is 85 cycles in both AM and PM peak hour periods. This equates to approx. 2.5 cycles per signal cycle.
- Proposed design provides some future proofing for increased cycle demand with stacking capacity for the southbound right-turn of 4 cycles (140 cycles per peak hour).
- No cycle lane on Cheapside north-westbound for cyclists heading west to Newgate Street.

Proposed option – alternative



Benefits

- Cycle gate with early release for Newgate Street eastbound approach to junction with St Martin's Le Grand. Left-turn and right-turns for cyclists proceed into two-way segregated cycle track.
- Southbound approach on St Martin's Le Grand at junction with Newgate Street segregated cycle track. Southbound right-turn for cyclists during pedestrian stage onto internal stopline. Southbound right-turn cyclists run without motor vehicle traffic (same time as pedestrian crossings) and southbound left-turn cyclists run in protected cycle lane in parallel with motor vehicle traffic.
- ASL with early release on Cheapside north-westbound approach with mandatory cycle lane.
- Straight over pedestrian crossings on critical pedestrian desire lines.
- Proposed alternative design provides significant future proofing for increased cycle demand with stacking capacity for the southbound right-turn of 8 cycles (280 cycles per peak hour).

Issues

- Pedestrian crossing over the Cheapside arm of the junction with St Martin's Le Grand and Newgate Street removed to enhance overall level of cycle amenity. Nearest pedestrian crossings are Newgate Street (15m to the west) and Cheapside (35m to the south).

PROPOSED METHOD OF CONTROL: NEWGATE STREET/
ST MARTIN'S-LE-GRAND/ CHEAPSIDE

