



Aldgate Street / Mansell Street junction Cycle Conflict Analysis

Summary

Four conflicted turns - left hook risks or unprotected right turns
Four other turning movements where cyclists mix with high volume or high speed motor traffic
Four banned turns

Eastbound

Left turn unprotected, with high levels of motor traffic and HGVs
Straight on with left hook risk
Right turn banned

Westbound

Left turn banned
Straight on unprotected, with high levels of motor traffic and HGVs
Right turn across lanes of heavy motor traffic and HGVs

Northbound

Left turn banned
Straight on unprotected, with high levels of motor traffic and HGVs
Right turn across lanes of heavy motor traffic and HGVs

Southbound

Left turn unprotected, with high levels of motor traffic and HGVs
Straight on banned
Right turn across lanes of heavy motor traffic and HGVs

About the Cycle Conflict Analysis (CCA)

The CCA uses five criteria from the LCC's Love London, Go Dutch matrix which assess specific conflict points at junctions, speed and volume criteria, and protection from HGVs. Missed opportunities to allow cycle contraflow through junctions are also highlighted.

5. Calm Junctions (a) Can cyclists make right turning movements separate from motor vehicles?

(b) Have left hook risks been eliminated?

Failure to meet 'calm junction' criteria is highlighted red.

3. Adaptability (a) EITHER a credible, evidenced plan to reduce motor traffic volume to levels compatible with mass cycling OR protected space

(b) EITHER motor traffic speeds of 20mph or less OR protected space

(c) Have satisfactory measures been taken to separate cyclists from HGVs?

Failure to meet 'adaptability' criteria at other turning movements is highlighted orange.

Aldgate St/Mansell St junction – speed and volume levels

20mph speed limit planned

Motor traffic volume on Aldgate High Street >15,000 PCU per day, indicating separation needed.

HGV traffic is high, at over 500 HGVs per day; measures to protect cyclists from HGVs needed.