Safer Junctions programme
East India Dock Road

Consultation Report
October 2019
Executive summary
We recently consulted on proposals to make the junction safer at Canton Street, Birchfield Street and East India Dock Road in Tower Hamlets. The consultation was open between: 12 June and 25 July 2019.

We received 53 responses to the consultation; 46 from members of the public and seven from stakeholders. 41 per cent of people who walk and cycle in the area advised us that the proposals would make them feel safer or much safer when moving around the junction.

Following the analysis of the comments made, we have made some changes to the design;

- Extended traffic island west to prevent general traffic from turning right into Canton Street from East India Dock Road and reinforce prohibition.
- Ahead traffic sign was added on Canton Street j/w East India Dock Road to prevent drivers from legally entering Canton Street, then parking and turning round to exit.

We plan to progress with the project, and start construction early in 2020.

Consultation Summary

Background
The proposals are part of our Safer Junctions programme which aims to improve safety at 73 high risk junctions in London. These junctions have higher than average collision rates for vulnerable road users, including people walking and cycling. This programme directly contributes to reducing road danger as part of our Vision Zero target to stop people from dying and being seriously injured on London’s roads by 2041.

A number of issues were identified with the current junction layout:

- **Poor pedestrian crossing positioning.** The formal crossing point across East India Dock Road, between Canton Street and Birchfield Street, is not located on the route used by the majority of pedestrians. This may encourage people walking to cross in an unsafe place
- **Pedestrian guardrail restricts pedestrian and cyclist movement.** Extensive use of guard rails around the junction restricts visibility, pedestrian movement and poses a hazard to cyclists and motorcyclists
- **Difficult for motorists to turn left into Canton Street.** Drivers turning left into Canton Street must do so at the last moment due to the length of the bus lane on the approach
- **Difficult for road users to turn right into Birchfield Street.** Drivers turning right into Birchfield Street may fail to notice eastbound buses, cyclists, taxis

We sought views on the following proposals which aim to improve safety.

- Help people walking and cycling across the junction by changing the existing staggered crossing to a wide straight across crossing with a countdown facility, shared by pedestrians and cyclists
- No entry or exit for general traffic, except for cyclists, between Birchfield Street and East India Dock Road, reallocating space to pedestrians and cyclists and preventing rat-running. Access to Birchfield Street would be from West India Dock Road
- Canton Street would become entry only from East India Dock Road, except for cyclists. This would reallocate space for people walking and cycling and prevent rat-running
- Bus lane markings would be altered to make it easier for road users to turn left onto Canton Street when travelling eastbound from East India Dock Road. This would also create a continuous bus lane for bus passengers travelling westbound on East India Dock Road

![Figure 1 East India Dock Road scheme plan]
Pre-consultation
There have been meetings with London Borough Tower Hamlets and key stakeholders who provided initial views on the scheme prior to public consultation.

A meeting was held with Limehouse Police Station. The Metropolitan Police are broadly supportive of the proposals.

Consultation material
We delivered a consultation letter to 1,858 addresses around the junction, which contained information about the proposals and also a scheme diagram. An email was sent to political and local stakeholders promoting the consultation. There was also a press release highlighting the consultation.

Figure 2 Map indicating addresses which received a letter about the scheme
Results of the consultation

We received 53 responses to the consultation; 46 from members of the public and seven from stakeholders. A summary of the public responses is set out below.

We asked respondents in what capacity they were responding to the consultation (they could choose more than one option).

<table>
<thead>
<tr>
<th>Are you responding as (please tick all that apply)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A local resident</td>
<td>31</td>
</tr>
<tr>
<td>A local business</td>
<td>2</td>
</tr>
<tr>
<td>Someone who currently walks in the area</td>
<td>20</td>
</tr>
<tr>
<td>Someone who currently cycles in the area</td>
<td>11</td>
</tr>
<tr>
<td>Someone who uses public transport in the area</td>
<td>15</td>
</tr>
<tr>
<td>Someone who uses private transport in the area</td>
<td>12</td>
</tr>
<tr>
<td>Not local, but interested in the proposals</td>
<td>5</td>
</tr>
</tbody>
</table>

Respondents were also asked to indicate how often they travelled using the following forms of transport.

<table>
<thead>
<tr>
<th></th>
<th>Walking</th>
<th>Cycling</th>
<th>Using public transport</th>
<th>Using a motor vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Every day</td>
<td>22</td>
<td>3</td>
<td>6</td>
<td>10</td>
</tr>
<tr>
<td>4-6 days a week</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>2-3 days a week</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td>5</td>
</tr>
<tr>
<td>Once a week</td>
<td>7</td>
<td>8</td>
<td>8</td>
<td>6</td>
</tr>
<tr>
<td>Never</td>
<td>4</td>
<td>16</td>
<td>9</td>
<td>12</td>
</tr>
<tr>
<td>Not Answered</td>
<td>11</td>
<td>16</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>Total</td>
<td>46</td>
<td>46</td>
<td>46</td>
<td>46</td>
</tr>
</tbody>
</table>

**Summary of responses to Question 1**

We asked respondents how safe they thought our proposals overall would make people feel when travelling through the area by foot, when cycling, by public transport and by private vehicle:
Respondents were also able to leave further comments in relation to this question. Twenty-eight out of 46 consultation respondents provided an answer to this question and the most common issues raised are shown below.

<table>
<thead>
<tr>
<th>Points most commonly raised</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>General support for proposals</td>
<td>15</td>
</tr>
<tr>
<td>Proposals would improve safety</td>
<td>9</td>
</tr>
<tr>
<td>General opposition to proposals</td>
<td>9</td>
</tr>
<tr>
<td>Proposals would reduce rat running</td>
<td>6</td>
</tr>
<tr>
<td>Concern about access to Birchfield Street</td>
<td>4</td>
</tr>
<tr>
<td>Proposals penalise motorists</td>
<td>3</td>
</tr>
<tr>
<td>No changes needed at this junction</td>
<td>3</td>
</tr>
<tr>
<td>General negative comments about cyclists behaviour</td>
<td>3</td>
</tr>
</tbody>
</table>
Summary of responses to Question 2

Question 2 asked respondents if the proposals would have a positive or negative impact on them or the journeys they make, and how we could mitigate or reduce any negative impacts. There were 40 comments to this question and the most common points have been listed in the table below.

<table>
<thead>
<tr>
<th>Positive</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Positive - for pedestrians</td>
<td>11</td>
</tr>
<tr>
<td>Generally positive</td>
<td>5</td>
</tr>
<tr>
<td>Positive - for cyclists</td>
<td>3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Negative</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Negative - will increase congestion/journey times</td>
<td>11</td>
</tr>
<tr>
<td>Negative – concern about access to Birchfield Street</td>
<td>8</td>
</tr>
<tr>
<td>Generally negative</td>
<td>6</td>
</tr>
<tr>
<td>Negative - concern about safety of shared use paths</td>
<td>3</td>
</tr>
<tr>
<td>Negative - less safe for pedestrians</td>
<td>3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other comments/suggestions</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposals are confusing</td>
<td>2</td>
</tr>
</tbody>
</table>

Campaigns

Two campaign responses were received during the consultation. Both campaigns were received from resident groups located near to the scheme.

Campaign 1 (8 residents)
The residents are in favour of the general aim of the proposals. They expressed concern about the proposal, particularly the no entry or exit for general traffic, except for cyclists, between Birchfield Street and East India Dock Road. They provide three alternative solutions to the proposals.

Campaign 2
The residents are in favour of the general aim of the proposals. They note that they support the comments submitted by the other resident campaign. They noted concern over closing the northern entry to Birchfield Street. The residents provide an alternative proposal that avoids the No entry or exit for general traffic, except for cyclists, between Birchfield Street and East India Dock Road.

Stakeholder responses

We received seven stakeholder responses and these are summarised below.

Caroline Pidgeon
Caroline welcomes the Safer Junction consultations and responds to them collectively. She notes there is a need to address these junctions.

Having spoken to the London Cycling Campaign, she has heard comments that the junctions could be designed to higher standards. Most significantly the comment has been made that recently improved junctions have continued to see collisions, involving serious injuries. Her primary concern is that it is far from clear whether the proposed changes to these five junctions comply with TfL’s Vision Zero initiative. As the proposed changes to the junctions will lead to changes which will almost certainly last for more than 20 years it is vital that TfL clarifies that they are certain that these proposed changes fully comply with the Vision Zero initiative where deaths and serious injuries are eliminated. The alternative scenario is that these junctions need to be further changed over the next 20 years, which would be a poor use of resources. She also asks is there a new standard for junctions which TfL is using to measure redesigns against. She is not aware that there is one and feels it needs to be developed.

**London Cycling Campaign (LCC)**

LCC note that the Healthy Streets Check score in the documentation should be far clearer where the two remaining “critical issues” come from. They state that no Safer Junction should retain any critical issues.

LCC fully support the response of their local borough group, which contains more specific detail.

LCC provided specific points about this scheme:

- This junction represents a good solution for reducing motor traffic dominance and improving walking and cycling in the area.

- More could be done to separate cycle and pedestrian flows and reduce inter-mode conflict here. The simplest approach would be to make the crossing “parallel”, remove car parking spaces on Canton Street and give clearer delineation for cycle and pedestrian flows there and on Birchfield Street.

- When filtering roads, 1.5m gaps should be provided from building line to building line to enable a wide range of cycles access, but not motor vehicles who might otherwise seek to circumvent the filter.

LCC also provided general points about infrastructure schemes

- The Mayor’s Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc, people cycle when they feel safe. For cycling to become mainstream and enable all ages and abilities to cycle, a network of high-quality cycle routes separate from high volume traffic is required, to/from all key destinations and residential areas. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, and transport hubs considered from the outset.

- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport modes for return on investment according to a DfT study. Schemes which promote cycling meet TfL’s “Healthy Streets” checklist. A healthy street is one where people choose to cycle.

- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.

- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, are found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.

- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLoS) rating of 70 or above, with all “critical issues” eliminated. On roads with above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.
Living Streets

Overall Living Streets welcomes the proposed wider pedestrian crossings, changing the existing staggered crossing to a wide straight across crossing with a countdown facility, shared by pedestrians and cyclists as long as there clear delineation of this space for people on foot. They strongly support the no entry or exit for general traffic, except for cyclists, between Birchfield Street and East India Dock Road and the proposal that access to Birchfield Street would be from West India Dock Road.

They express a concern that the principles being used for Birchfield Street are not also being used for Canton Street. They object to the retention of three parking spaces that results in people on bicycles to share the footway with people on foot. It would be easier if this space between East India Dock Road and Farrance Street was also closed to vehicular traffic which would allow adequate space to be created for people cycling to not have to mix with people on foot.

They would prefer a separate parallel cycle and pedestrian crossing to minimise conflict between the two modes rather than a mixed toucan crossing.

London TravelWatch

London TravelWatch welcomes improvements to cycling conditions in London. They want to see more and safer cycling. They refer TfL to their published report that describes their views: Cycling in London.

London TravelWatch also highlight that pedestrians and particularly visually impaired, disabled and older people dislike sharing the pavement with cycles.

Metropolitan Police

The Met Police state that the area with parking spaces in Canton Street is ambiguous. From the plan, it looks legal to turn in, park and then turn round to exit Canton Street. This could potentially be quicker for anyone that parks there, than driving round the block and sitting in a traffic jam to get back out onto East India Dock Road. There need to be no entry signs at the junction and some type of enforcement. This is such a short section with fairly good visibility, that non compliance is likely to be high if the alternative is sitting in traffic elsewhere in order to access East India Dock Road.

The plan is not detailed enough to see the kerb line on the Birchfield Street side of the pedestrian crossing. They question what the upstand will be at the mouth of this junction. They imagine that there will be a proper kerb line, but would object to any type of dropped kerb by the vehicle stop line, due to the fact that pedestrians coming from Birchfield Street or the south east side of East India Dock Road, particularly vulnerable road users, such as the elderly and people on mobility scooters may cross here into the front and nearside blind spots of HGVs waiting at the stop line. If there is a dropped kerb here for west bound cyclists to access the crossing it needs moving away from the stop
They object to any dropped kerb for cyclists by or directly next to the vehicle stop line. Such a dropped kerb is being removed at Deptford Bridge (Lewisham) following a fatality where an elderly lady crossed from the dropped kerb into the blind spot of an HGV. This also follows a stage 4 safety audit and a Coroners Prevention of Future Death notice.

Vehicles are still physically able to turn right into Canton Street. If the central island was extended slightly to make it more difficult, compliance is likely to be higher.

**Sustrans**

Sustrans note that to achieve the aims of the Mayor’s Transport Strategy, the Cycling Action Plan, and Vision Zero, TfL and boroughs must improve the safety of cycling and perceptions around cycling safety in London. They note that the Safer Junctions programme provides an excellent opportunity to improve safety at the most dangerous points.

However, Sustrans are unable to support the five current proposals for safer junctions and would like to register their concerns regarding the schemes. They do not believe that the current round of Safer Junctions proposals deliver sufficient ambition or function.

The proposals are likely to deliver only minimal improvements for the safety and comfort for the most vulnerable users while retaining the status quo in terms of junction capacity and the dominance of motorised traffic.

They are concerned that schemes which may deliver one or more zero score in the Healthy Streets Check could receive funding. Ultimately, London’s most dangerous junctions must be transformed into places where vulnerable road users are safe, and feel safe.

Sustrans appreciate that TfL must work within budgetary constraints and, typically, must secure the backing of boroughs to implement new schemes, which can make funding, designing and implementing transformative schemes challenging. However, given the most welcome introduction in recent years of progressive policies such as the Mayor’s Transport Strategy, Healthy Streets Approach, Vision Zero and ULEZ, they are disappointed that the proposals do not match up to the expectations set out by these policies.

Ultimately, they are concerned that the schemes are likely to deliver only minimal improvements for the safety and comfort for the most vulnerable users while retaining the status quo in terms of junction capacity and the dominance of motorised traffic.

Given the ambition of the Mayor and TfL’s transport vision and accompanying policies, the latest round of Safer Junctions designs are likely to represent a missed opportunity to deliver matching ambition on the ground.
They urge TfL and London boroughs to truly transform London’s junctions into places where vulnerable road users are safe, and feel safe, and ensure that designs align consistently with the ambition and criteria set out in the policies which guide London’s transport strategy.

**Tower Hamlets Wheelers**

Tower Hamlets Wheelers support the planned improvements to this junction, and agree that it will make it easier to walk and cycle across East India Dock Road, making it safer to walk and cycle on local roads, and providing a safe local link between Lansbury West, the planned Hackney to Isle of Dogs cycleway and CS3. However, they note some issues remain:

- Only one critical issue has been solved, with two remaining. There should be more detail given on what these issues are, and in any case, the safer junction work should eliminate all critical issues
- It may be better to have a shorter crossing distance rather than a central build out. The signals should be timed to be responsive enough that informal crossing doesn’t occur, and pedestrians can cross in one go. The space could then be better utilised in widening the pavement at either side
- The shared-use design creates an increased likelihood of conflict. A parallel crossing could be built here, through the removal of car parking spaces on Canton Street, and relocation the Santander cycles station.
- Filters should be 1.5m wide to allow access for all designs of cycles, whilst preventing motor traffic access.

**Next steps**

We have reviewed comments made during the consultation exercise and we appreciate the responses we received.

Following the analysis of the comments made, we have made some changes to the design:

- Extended traffic island west to prevent general traffic from turning right into Canton Street from East India Dock Road and reinforce prohibition.
- Ahead traffic sign was added on Canton Street j/w East India Dock Road to prevent drivers from legally entering Canton Street, then parking and turning round to exit.

We plan to progress with the project, and start construction early in 2020.

We have considered the comments and issues raised during the consultation and have provided our response to these in the next section of this summary.
**Response to issues raised**

<table>
<thead>
<tr>
<th>Issue Raised during consultation</th>
<th>TfL’s response</th>
</tr>
</thead>
<tbody>
<tr>
<td>This proposal could cause the area to become a rat-run for cyclists</td>
<td>The strategic alignment of a north-south cycle route is being considered between Burdett Road and West India Dock Road. Proposals will reduce traffic flows and allow us to create a local, safer and quieter route on Birchfield Street. Being offset to the east of the proposed north-south cycle route, Birchfield Street is expected to complement the local cycle network.</td>
</tr>
<tr>
<td>This will make traffic faster in Canton Street as a result of no incoming traffic one way.</td>
<td>Canton Street will be one-way only for a distance of 25m. Canton Street past Farrance Street will remain two-way. The proposal is therefore unlikely to have an impact to vehicle speeds on Canton Street.</td>
</tr>
<tr>
<td>Concerns that the principles being used for Birchfield Street are not also being used for Canton Street.</td>
<td>General traffic will still be able to enter Canton Street under our proposals providing necessary access to a large residential area (Farrance St, Pigott St, Pelling St and Hind Grove), unlike Birchfield St that is a much smaller area and can be easily served via one entry/exit point on West India Dock Road.</td>
</tr>
<tr>
<td>The plan is not detailed enough to see the kerb line on the Birchfield Street side of the pedestrian crossing. A drop kerb would be dangerous particularly vulnerable road users</td>
<td>This feature is 2m wide to accommodate a wide range of cycle access.</td>
</tr>
<tr>
<td>Vehicles are still physically able to turn right into Canton Street. If the central island was extended slightly to make it more difficult, compliance is likely to be higher.</td>
<td>Comment noted and design updated by extending the central island to discourage vehicles turning right from East India Dock Road into Canton Street.</td>
</tr>
<tr>
<td>The area with parking spaces in Canton Street is ambiguous. From the plan, it looks legal to turn in, park and then turn round to exit Canton Street.</td>
<td>The design has been amended with signage prohibiting drivers entry from the Canton St junction with Farrance St.</td>
</tr>
</tbody>
</table>

**Access Issues**

<table>
<thead>
<tr>
<th>Issue Raised during consultation</th>
<th>TfL’s response</th>
</tr>
</thead>
<tbody>
<tr>
<td>The proposal could cause a bottle neck on the end of Birchfield street limiting access to Berber Place.</td>
<td>Berber Place residents will still be able to access their property from West India Dock Road. Traffic demand for Berber Place is expected to be low and for access only.</td>
</tr>
<tr>
<td><strong>How will car users access Birchfield street and Pinefield Close?</strong></td>
<td>Birchfield Street and Pinefield Close will be accessible from West India Dock Road. Deliveries, drop offs and pick ups and emergency vehicle access will also be possible using the same route.</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td><strong>What will happen for deliveries, drop offs, emergency access and pickups if the road is closed?</strong></td>
<td>Residents will be able to u-turn by Kidare Walk or Farrance Road to head eastbound on Canton Street.</td>
</tr>
<tr>
<td><strong>Residents who enter Canton Street westbound from Saracen Street can only exit the same way with no turning space and cars parked on both sides of a narrow street.</strong></td>
<td>Closure of the northern end of Birchfield Street would reduce through traffic and therefore pressure on the southern entry/exit. The introduction of a segregated two-way cycle track on West India Dock Road as part of the proposed cycle route between Hackney to Isle of Docks would allow vehicles better position themselves on West India Dock Road before entering Birchfield Street.</td>
</tr>
<tr>
<td><strong>Closing the northern entry/exit of Birchfield Street for car traffic would increase pressure on the southern entry/exit of Birchfield Street.</strong></td>
<td>Whilst the proposal restricts Birchfield Street residents travelling north or west by car, it will provide a more pleasant environment for walking, cycling and those using public transport.</td>
</tr>
<tr>
<td><strong>Design issues</strong></td>
<td>This feature is 2m wide to accommodate a wide range of cycle access.</td>
</tr>
<tr>
<td><strong>Implementing this proposal would severely restrict Birchfield street residents to travel northwards or westwards by car.</strong></td>
<td><strong>When filtering roads, 1.5m gaps should be provided from building line to building line to enable a wide range of cycles access, but not motor vehicles who might otherwise seek to circumvent the filter.</strong></td>
</tr>
</tbody>
</table>
Appendix A – Consultation Material

Consultation letter

Transport for London

13 June 2019

Dear Sir / Madam

Have your say on proposed changes to the junction of Canton Street, Birchfield Street and East India Dock Road

We would like to know your views on proposals for the junction of Canton Street, Birchfield Street and East India Dock Road, in Tower Hamlets.

Background
Our Safer Junctions programme is reducing road danger at some of the most hazardous junctions in London. These junctions have high collision rates for vulnerable road users, including people walking and cycling. This programme directly contributes to our Vision Zero target to stop people from dying and being seriously injured on London’s road network by 2041.

Why we are consulting
A number of safety related issues have been identified with the current junction arrangement. 11 personal injury collisions occurred in the 36 month period ending 31st Jan 2018, of which two resulted in serious injuries for a pedestrian and a cyclist.

A number of issues have been identified with the current junction layout:

- **Poor pedestrian crossing positioning.** The formal crossing point over East India Dock Road between Canton Street and Birchfield Street is not located on the majority of pedestrians routes, which may encourage pedestrians to cross in an unsafe place
- **Pedestrian guardrail restricts pedestrian and cyclist movement.** Extensive guard rail use around the junction restricts visibility, pedestrian movement and poses a hazard to cyclists and motorcyclists.
- **Difficult for motorists to turn left into Canton Street.** Drivers turning left into Canton Street must do so at the last moment due to the length of the bus lane on the approach.
- **Difficult for road users to turn right into Birchfield Street.** Drivers turning right into Birchfield Street may fail to appreciate the presence of eastbound buses, cyclists, taxis.

We would like your views on the following proposals which aim to reduce the above issues and collisions.

- Help people walking and cycling across the junction by changing the existing staggered crossing to a wide straight across crossing with countdown facility that is shared by pedestrians and cyclists.
- No entry or exit for general traffic, except for cyclists, between Birchfield Street and East India Dock Road, reallocating space to pedestrians and cyclists and prevent rat running.
- Canton Street will become entry only from East India Dock Road, except for cyclists. This will reduce rat running and provide space for a crossing.
- Bus lane markings will be altered to make it easier for road users to turn left onto Canton Street when travelling eastbound from East India Dock Road and create a continuous bus lane for bus passengers travelling westbound on East India Dock Road.

A drawing of these proposals is attached to this letter.

More information can be found on our website at, consultations.tfl.gov.uk/roads/east-india-dock-road where you can complete an online survey or, you can email us at consultations@tfl.gov.uk or by writing to FREEPOST TFL Consultations with your views or any questions.

The consultation will be open until 25 July 2019.

Yours sincerely

Penny Rees
Head of Network Sponsorship
Transport for London
Dear Stakeholder

We would like to know your views on proposals to improve safety at the junction of Canton Street, Birchfield Street and East India Dock Road, in Tower Hamlets.

These proposals are part of the wider TfL Safer Junction programme which is being introduced across London.

Our Safer Junctions programme is reducing road danger at some of the most hazardous junctions in London. These junctions have high collision rates for vulnerable road users, including people walking and cycling. This programme directly contributes to our Vision Zero target to stop people from dying and being seriously injured on London’s road network by 2041.

To view our proposals and to give us your feedback please visit our website at: https://consultations.tfl.gov.uk/roads/east-india-dock-road

If you have any questions on our proposals please contact us at consultations@tfl.gov.uk

Kind regards

Penny Rees  
Head of Network Sponsorship  
Transport for London
Consultation web text

Safer Junctions - East India Dock Road, Canton Street and Birchfield Street

Overview

We would like to know your views on proposals for the junction of Canton Street, Birchfield Street and East India Dock Road, in Tower Hamlets.

Background

Our Safer Junctions programme is reducing road danger at some of the most hazardous junctions in London. These junctions have high collision rates for vulnerable road users, including people walking and cycling. This programme directly contributes to our Vision Zero target to stop people from dying and being seriously injured on London’s road network by 2041.

The objectives of the Safer Junction programme are to:

- Reduce road danger and help eliminate Killed and Seriously Injured (KSI) collisions
- Help create streets where people feel safe to walk, cycle and use public transport
- Make hostile junctions more welcoming and less dominated by motor vehicles, demonstrating the Healthy Streets Approach

Why we are consulting

We have identified a number of safety related issues with the current junction arrangement. Eleven personal injury collisions occurred in the three years up to 31 Jan 2018, of which two resulted in serious injuries for a pedestrian and a cyclist.

A number of issues have been identified with the current junction layout:

- Poor pedestrian crossing positioning. The formal crossing point over East India Dock Road between Canton Street and Birchfield Street is not located on the route used by the majority of pedestrians, which may encourage people walking to cross in an unsafe place
• **Pedestrian guardrail restricts pedestrian and cyclist movement.**
  Extensive use of guard rails around the junction restricts visibility, pedestrian movement and poses a hazard to cyclists and motorcyclists.

• **Difficult for motorists to turn left into Canton Street.** Drivers turning left into Canton Street must do so at the last moment due to the length of the bus lane on the approach.

• **Difficult for road users to turn right into Birchfield Street.** Drivers turning right into Birchfield Street may fail to notice eastbound buses, cyclists and taxis.

Our proposals

We would like your views on the following proposals which aim to reduce these issues.

• Help people walking and cycling across the junction by changing the existing staggered crossing to a wide straight across crossing with a countdown facility, shared by pedestrians and cyclists.

• No entry or exit for general traffic, except for cyclists, between Birchfield Street and East India Dock Road, reallocating space to pedestrians and cyclists and preventing rat-running, access to Birchfield Street would be from West India Dock Road.

• Canton Street would become entry only from East India Dock Road, except for cyclists reallocating space for people walking and cycling and preventing rat-running.

• Bus lane markings will be altered to make it easier for road users to turn left onto Canton Street when travelling eastbound from East India Dock Road and create a continuous bus lane for bus passengers travelling westbound on East India Dock Road.
Next Steps

Following this consultation we will analyse the responses and review the design. We will then seek the necessary powers and, subject to this consultation, are planning to implement this scheme in early 2020.

Healthy Streets

The changes proposed in this scheme are part of our commitment to deliver the Healthy Streets Approach. We are taking this approach to create a vibrant, successful city where the streets are welcoming to all and everyone can live active, healthy lives. The streets within this scheme and the proposed changes have been assessed by our designers against ten Healthy Streets Indicators using our Healthy Streets Check for Designers tool. This tool assesses the layout of streets against thirty one measures which produce an overall Healthy Streets Check score out of 100. We use infographics to show the current score for the streets within this scheme and potential scores based on our proposed changes. The Healthy Streets results can be seen in the diagram below.

East India Dock Road/Canton Street/Birchfield Street Healthy Streets results (PDF 346KB)

Equality Impact assessment

We are subject to the general public sector equality duty set out in section 149 of the Equality Act 2010, which requires us to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations by reference to people with protected characteristics. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

In considering changes to the design of our streets, we closely consider the needs of all users throughout the design process and complete a draft Equality Impact Assessment (EqIA).

While the changes we are proposing are broadly positive for all protected groups, the EqIA highlights some negative impacts during construction for some vulnerable groups. This is because during construction the junction and pedestrian crossings could change. We would reduce these impacts as much as possible, with signs for alternative walking routes around the junctions. However, this could cause longer journey times for people during construction. A full copy of the draft EqIA can be found below.

East India Dock Road/Canton Street/Birchfield Street Equality Impact Assessment (PDF 154KB)
We would like your views on the impact the scheme could have on you when you travel through the area. You can let us know by completing the online survey.

Have your say

We would like to know what you think about our proposals.

Please give us your views by completing the online survey below by Thursday 25 July 2019.

Alternatively, you can:

- Email us at consultations@tfl.gov.uk
- Or write to us at FREEPOST TFL CONSULTATIONS

You can also request paper copies of all the consultation materials and a response form by emailing consultations@tfl.gov.uk or writing to FREEPOST TFL CONSULTATIONS.

Areas
- Tower Hamlets

Audiences
- Anyone from any background

Interests
- Junction improvements