Your road safety.
Your say.

Improving road safety in Shoreditch.



Have your say

MAYOR OF LONDON

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

Improving road safety in Shoreditch

Consultation Report
July 2025

Contents

1. Executive Summary 4
1.1 Next Steps 8
2. About the respondents 9
2.1 Number of respondents 9
2.2 How respondents heard about the consultation 9
2.3 Methods of responding 10
2.4 Multiple responses 10
2.5 Who responded 10
2.6 Visits to our consultation website 11
2.7 Postcodes analysis 11
3. Summary of all consultation responses 12
3.1 Summary of responses to Question 1 12
3.2 Summary of Question 2 13
3.3 Summary of Question 3 13
3.4 Summary of Question 10 14
3.5 Stakeholder responses 15
3.6 Campaigns 15
4. About the consultation 17
4.1 Purpose 17
4.2 Who we consulted 17
4.3 Dates and duration 17
4.4 What we asked 17
4.5 Methods of responding 18
4.6 Consultation materials and publicity 18
4.7 Equalities Assessment 21
4.8 Analysis of consultation responses 21
Appendix A: Code Frame 22
Appendix B: Our Responses to Issues Raised 34
Question 1 34
General Opposition 34
Cycling 35
Safety 37
Pedestrians 41
Enforcement 43
Traffic/Congestion/Journey Times 44

Accessibility 45
Equality 45
Value for Money 46
General Suggestions 47
Business 48
Buses 49
Traffic 49
Out of scope 50
Other 51
Consultation 51
Question 2 52
General Opposition 52
Cycling 53
Safety 55
Pedestrians 57
Enforcement 59
Traffic/ Congestion/ Journey Times 60
Accessibility 60
General Suggestions/ Concerns 61
Traffic 62
Buses 62
Quality of Consultation 62
Out of Scope 63
Appendix C: Consultation poster /leaflet 64
Stakeholder email launch and reminder emails 70
Customer emails 71
Santander Email 72
Appendix D: Summary of Stakeholder replies 73
Appendix E: Demographics of respondents 76
Appendix F: List of stakeholders consulted with 79

1. Executive Summary

Between 16 December 2024 and 10 February 2025, we consulted on a scheme to improve road safety in Shoreditch. We asked people for their views on proposed changes at the junction of Great Eastern Street and Curtain Road. The changes we proposed were:

- A new layout of the junction with increased pavement space, widened crossings and a new toucan crossing
- That motorised traffic would no longer be able to turn left from Great Eastern Street into Curtain Road and from Curtain Road into Great Eastern Street
- Adding new pedestrian crossings on Holywell Lane at the junction with Great Eastern Street and on Curtain Road at the junctions with Scrutton Street and Holywell Lane
- Safety improvements to help address the causes collisions at the junction of Shoreditch High Street and Great Eastern Street.

We asked respondents to the consultation what effect they thought the proposals would have on road safety and if they had any other written comments they'd like us to consider. We also explained that we were in the early stages of developing proposals to improve road safety at the junction of Shoreditch High Street and Great Eastern Street and we asked respondents for any feedback they might have about how we might best improve road safety for everyone here.

We received 649 responses in total, including 10 from stakeholders. We have included our responses to the issues raised in the consultation in Appendix B and summarised the responses we received from stakeholders in Appendix D. We have also classified:

- 431 of the responses we received were considered to be part of a campaign organised by the London Cycling Campaign which called for more ambitious proposals to the junction to provide a safer environment for cyclists
- 11 responses were considered as being part of a campaign calling for a particular type of bus to be operated in London.

Of the 174 responses to our online survey,[1] but excluding those responses we classified as being part of a campaign, our analysis found the following[2].

- 64 per cent (111 respondents) thought the proposals would enhance road safety
- 16 per cent (27 respondents) thought the proposals would have no effect on road safety
- 15 per cent (26 respondents) thought the proposals would worsen road safety
- 6 per cent (10 respondents) were unsure what effect the proposals would have

[1] These exclude people who used our 'Quick Response' tool to respond, since these people did not complete our online survey and these figures additionally exclude three duplicate responses we identified

[2] Percentages have been rounded

The table below shows the top five most-frequently raised comments we received about our proposals to improve road safety at the Great Eastern Street junction with Curtain Road, and our response to those issues.

Issue	Response	Number of times raised	Raised by campaigns
Support banned left turns at the junction of Curtain Road with Great Eastern Street as will improve safety for cyclists and or pedestrians in general	We noted this support.	445	431
Concern/ suggestion for the scheme to be more ambitious to meet vision zero/ improve safety for cyclists and or pedestrians or motorists or in general	Our proposals contribute to our Vision Zero approach, which aims to eradicate deaths and serious injuries from our roads - as well as to the Mayor's Transport Strategy, which seeks to make London a safer, healthier and greener place by 2041. These proposals have been carefully balanced to consider the needs of buses, cyclists and pedestrians.	436	429
Concern/ suggestion for the scheme to be more ambitious to enable active travel/ improve public transport and or reduce private vehicle/ traffic	Our proposals contribute to our Vision Zero approach, which aims to eradicate deaths and serious injuries from our roads - as well as to the Mayor's Transport Strategy, which seeks to make London a safer, healthier and greener place by 2041. These proposals have been carefully balanced to consider the needs of buses, cyclists and pedestrians.	435	429
Support proposals in general	We noted this support	59	3
Support proposals as will increase safety for cyclists and or pedestrians	We noted this support	53	0

The table below shows the top five most-frequently raised comments we received about our intentions to develop proposals to improve road safety at the junction of Great Eastern Street and Shoreditch High Street, and our response to those issues.

Issue	Response	Number of times raised	Raised by Campaigns
Suggestion to do more for cycling on North - South corridor along Shoreditch High Street to reduce private vehicle traffic and enable safe cycling and speed up bus journeys	Once we have considered the ideas raised in this engagement and have developed our plans we will hold a formal consultation on a set of proposals for the Shoreditch High Street area.	432	430
Suggestion to design all key junctions and links to ensure Curtain Road, Great Eastern Street and Shoreditch High Street are safe for active travel and public transport	We will design proposals that contribute to our Vision Zero approach, which aims to eradicate deaths and serious injuries from our roads - as well as to the Mayor's Transport Strategy, which seeks to make London a safer, healthier and greener place by 2041. We will continue to give careful thought to make sure safety is a priority throughout the proposals, including further surveys and safety assessments at the next stage of design. We would continue to monitor the scheme closely after it is installed and address any safety concerns that may arise. All our schemes undergo a Road Safety Audit.	431	430
Suggestion for dedicated/ segregated/ extended/ protected cycle lanes in general	To improve road safety, we will provide new pedestrian crossings and address the existing collision history, which includes collisions involving cyclists; the scheme bans the left turn from Great Eastern Street into Curtain Road and Curtain Road into Great	56	19

	Eastern Street, eliminating fully the left-hook risk to cyclists at this location, by reducing their exposure from left turning vehicles. We have tried to balance the needs of all road users when developing the scheme based on our collision history data and traffic modelling and these changes are necessary for us to deliver a practical proposal. The carriageway lanes have been designed at such a width to encourage cyclists to adopt a primary position. Cyclists in a primary cycle position are less likely to be overtaken and be more visible when compared to cycling adjacent to the kerb when the lanes are designed to the correct width.		
Suggestion for dedicated/ advance traffic lights for cyclists	The scheme significantly reduces the risk of left-hook exposure for cyclists by banning the left turn from Great Eastern Street into Curtain Road and Curtain Road into Great Eastern Street, eliminating fully the left-hook risk to cyclists at this location, by reducing the risk of collision with left turning vehicles. The widening of the ASL provides cyclists with additional time to travel through the junction ahead of vehicles, therefore eliminating the need for cyclist early release	25	0
Support TfL position that safety improvements are required at the junction of Shoreditch High Street and Great Eastern Street	We noted this support	18	0

1.1 Next Steps

Curtain Road and Shoreditch High Street Junctions

Following a detailed review of the feedback received during the consultation, we have carefully considered all the issues raised and have decided to proceed with the changes at the junction of Great Eastern Street with Curtain Road as we had proposed. As our plans for construction progress, we will continue to keep residents, businesses, and stakeholders informed and engaged.

We also asked for ideas on how to improve road safety at the junction of Shoreditch High Street and Great Eastern Street. We recognised that some respondents to the consultation wanted us to be more ambitious in our proposals and we are finalising a set of proposals for the junction of Shoreditch High Street and Great Eastern Street that we believe will support active travel and reduce road danger for everyone. We plan to hold a consultation on these proposals in summer 2025, and we look forward to hearing your views.

2. About the respondents

2.1 Number of respondents

There were a total of 649 responses. Of these, 10 were from stakeholder organisations.

Respondents	Total	%
Public responses	**639**	**98%**
Bus vehicle type campaign responses	11	2%
LCC campaign responses	431	66%
Non-campaign responses	207	32%
Stakeholder responses	**10**	**2%**
Total	**649**	**100%**

Table 2: Number of responses

2.2 How respondents heard about the consultation

89 respondents heard about the consultation from a TfL email, eight from a letter, 12 from the press, 30 from social media, 16 saw a poster, 11 on the TFL website and seven from other sources.

How respondents heard	Total	%
Received an email from TfL	89	51%
Received a letter from TfL	8	5%
Read about it in the press	12	7%
Social media	30	17%
Saw a publicity poster	16	9%
Saw it on the TfL website	11	6%
Other (please specify)	7	4%
Total	173	100%

Table 3: How respondents heard about the consultation (Survey responses)

2.3 Methods of responding

177 people responded to the consultation by filling out the survey on the 'Have your say' website, 18 responded by filling out the quick response form on the 'Have your say' website and 454 responded by emailing.

Methods of responding	Total	%
Website (survey)	177	27%
Website (quick response)	18	3%
Email	454	70%
Total	**649**	**100%**

Table 4: Method of responding.

2.4 Multiple responses

As part of detailed analysis, the number of respondents that took part in the consultation in more than one way were noted. This includes respondents that used a single method, but more than once.

Table 5 below shows the number of multiple responses that were made, and the different methods used.

Number of responses	Email response	Survey response	Online quick response tool
3		√	√
1	√	√	

Table 5: Multiple responses.

2.5 Who responded

Table 6 shows the relationship that people who responded to the consultation survey have with Shoreditch. 87 respondents were commuters travelling through Shoreditch, 62 lived in the area, 55 were visitors to the area 39 were employed locally, eight were not local but interested in the proposals and five were business owners.

Respondent type	Total	
Resident	62	23%
Business owner	5	2%
Employed locally	39	15%
Commuter in the area	87	33%
*Visitor to the area	55	21%
*Not local, but interested in the proposals	8	3%
*Other (please specify)	8	3%

Total	**264**	**100%**

Table 6: Who responded to the consultation by respondent type (Survey responses)

2.6 Visits to our consultation website

Consultation materials were hosted on our online web page at the following address: haveyoursay.tfl.gov.uk/Shoreditch. There were over 4,200 visits to the Shoreditch Consultation webpages.

2.7 Postcodes analysis

The map shows the location of respondents to the consultation who provided us with a valid postcode.

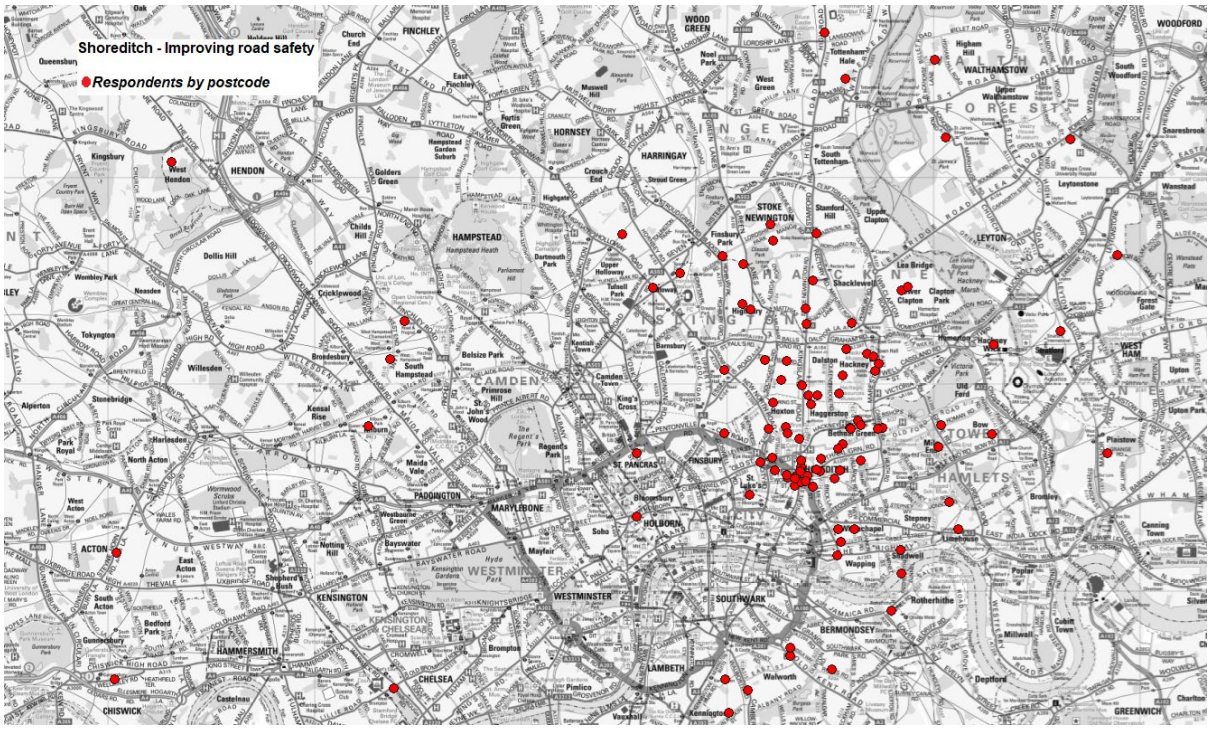


Table 7: Map of postcodes of responders to the survey

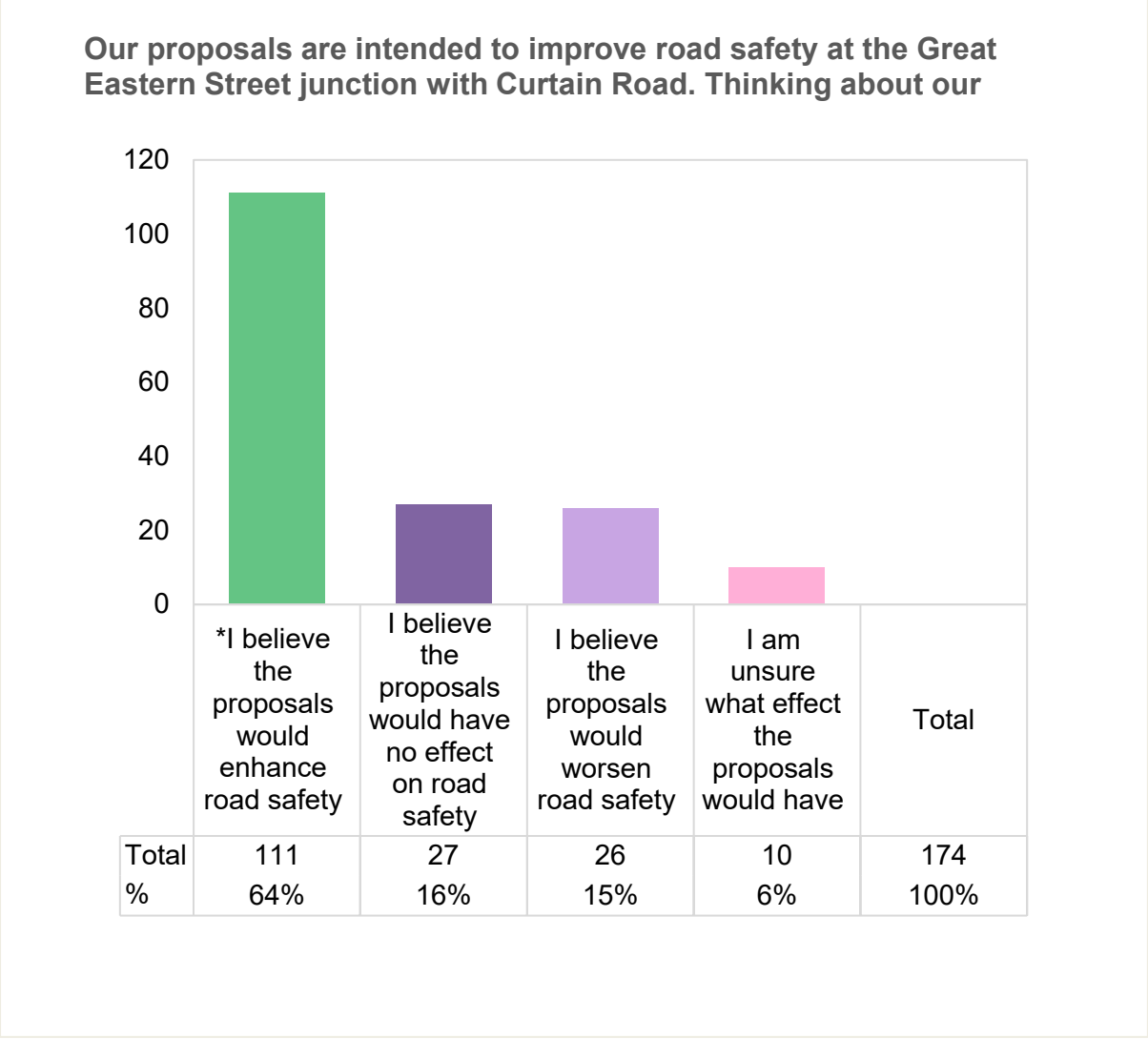
3. Summary of all consultation responses

3.1 Summary of responses to Question 1

We asked respondents 'Thinking about our proposals as a whole, what effect do you think do you think they will have on road safety?'. Of those respondents who completed our online survey we found:

- 64 per cent (111 respondents) thought the proposals would enhance road safety[3]
- 16 per cent (27 respondents) thought the proposals would have no effect on road safety
- 15 per cent (26 respondents) thought the proposals would worsen road safety
- 6 per cent (10 respondents) were unsure what effect the proposals would have

This is also shown in the chart below.



	*I believe the proposals would enhance road safety	I believe the proposals would have no effect on road safety	I believe the proposals would worsen road safety	I am unsure what effect the proposals would have	Total
Total	111	27	26	10	174
%	64%	16%	15%	6%	100%

[3] * Out of the 11 bus vehicle type campaign responses, 7 (4%) respondents have ticked " I believe the proposals would enhance road safety" option

Figure 1 – Summary of responses to question 'Thinking about our proposals as a whole, what effect do you think do you think they will have on road safety?'

3.2 Summary of Question 2

We also gave respondents the opportunity to make any written comments they wished to, and asked:

"It would be very helpful to us if you could use the space below to explain your answer to the question above. For example, if you believe the proposals would have no effect on road safety, or that they would worsen road safety, please explain why. Please also use this space to tell us about any other thoughts you have."

The top ten most frequently raised comments in response to this question are listed in the table below. The full code frame for this question is included in Appendix A. All comments were arranged by theme. We have responded to each of the issues raised by respondents in Appendix B.

Comments	All survey & quick responses
Support banned left turns at the junction of Curtain Road with Great Eastern Street as will improve safety for cyclists and or pedestrians in general	445
Concern/ suggestion for the scheme to be more ambitious to meet vision zero/ improve safety for cyclists and or pedestrians or motorists or in general	436
Concern/ suggestion for the scheme to be more ambitious to enable active travel/ improve public transport and or reduce private vehicle/ traffic	435
Support proposals in general	59
Support proposals as will increase safety for cyclists and or pedestrians	53
Concern that the proposals are not sufficient to improve safety for cyclists and or pedestrians or motorists or in general	39
Concern about/request for better enforcement of anti-social/dangerous cycling/ e-bikes behaviour (e.g. ignoring lights, riding on pavements)	21
Suggestion for dedicated/ segregated/ extended/ protected cycle lanes in general	18
Suggestion for dedicated/ advance traffic lights for cyclists	17
Oppose proposals in general/ leave it as it is/ changes not needed	16

3.3 Summary of Question 3

We also gave respondents the opportunity to make any written comments on the upcoming scheme to further improve safety on Shoreditch Highstreet and asked:

“Proposals to improve road safety at the junction of Great Eastern Street and Shoreditch High Street are also in design.

Please also use this space to tell us any other thoughts you have on how we can make this junction safer”.

The top ten most frequently raised comments in response to this question are listed in the table below. The full code frame for this question is included in Appendix A. All comments were arranged by theme. We have responded to each of the issues raised by respondents in Appendix B.

Comments	All survey & quick responses
Suggestion to do more for cycling on North - South corridor along Shoreditch High Street to reduce private vehicle traffic and enable safe cycling and speed up bus journeys	432
Suggestion to design all key junctions and links to ensure Curtain Road, Great Eastern Street and Shoreditch High Street are safe for active travel and public transport	431
Suggestion for dedicated/ segregated/ extended/ protected cycle lanes in general	56
Suggestion for dedicated/ advance traffic lights for cyclists	25
Support TfL position that safety improvements are requried at the junction of Shoreditch High Street and Great Eastern Street	18
Suggestion for amendments or improvements to pedestrian crossings	12
Suggestion for larger pavements/ more space for pedestrians owing to the night life/ tourism/ work	12
Suggestion to reduce vehicle dominance at junction/restrict number of traffic lanes	12
Concern about/request for better enforcement of anti-social/dangerous cycling/ e-bikes behaviour (e.g. ignoring lights, riding on pavements)	11
Concern about/request for better enforcement of traffic rules/segregation at the junction or install red light cameras	10

3.4 Summary of Question 10

We also gave respondents the opportunity to comment on the quality of our consultation, we asked:

“If we didn’t meet your expectations, please tell us how you would like us to improve our consultation service in the future”.

The top nine most frequently raised comments in response to this question are listed
in the table below. The full code frame for this question is included in Appendix A. All comments were arranged by theme. We have responded to each of the issues raised by respondents in Appendix B.

Comments	All survey & quick responses
Concern about lack of data/ evidence to back up proposals e.g. junction assessment/ levels of compliance with speed limits	12
Concern that the maps were not clear/ missing or incorrect information/ difficult to follow	8
Suggestions for images/CGIs used for the project	6
Concerned about the lack of information/ explanation of the proposals e.g. purpose or demand for changes/ EqIA/ impact assessments/ healthy street audit/TfL or DfT standards for cycling	4
Concerned about biased/inadequate survey	3
Concern/ suggestions for the survey questions	2
Concern about the information layout on the web page	1
Suggestion to include proposals along with the survey	1
Oppose to register to provide feedback	1

3.5 Stakeholder responses

We received responses from the following stakeholders. All stakeholder replies have been read and the comments made have been used to form our decision-making process.

- Action Vision Zero (and London Living Streets)
- Brewery Logistics Group
- Hackney Council Streetscene
- Hackney Cycling Campaign
- Licenced Taxi Drivers Association
- London Cycling Campaign
- London Living Streets
- Traffic Management, Metropolitan Police Service
- United Cabbies Group
- United Trade Action Group

3.6 Campaigns

We identified two organised campaigns within the responses we received to the consultation. These were:

- 431 respondents who called for us to provide increased measures to ensure cyclist safety by endorsing a statement published by the London Cycling campaign. We have described this as the 'LCC campaign' in the table below
- 11 respondents who called for the addition of Routemaster buses/ tram-style/double decker electric /zero-emission to our bus fleet. This was out of scope for this consultation, as we do not consult on bus vehicle types. We have described this as the 'Bus vehicle type campaign' in the table below.

We classified these responses as being an organised campaign due to the submission pattern and the similarity in their response. Each individual response has been read and analysed.

Type of responses	Total	%
Bus vehicle type campaign responses	11	2%
LCC campaign responses	431	66%
Non-campaign responses	207	32%
Total	**649**	**100%**

4. About the consultation

4.1 Purpose

The objectives of the consultation were to:

- Give stakeholders and the public easily understandable information about the proposals and allow them to respond
- Understand the level of support or opposition for the proposals
- Understand any issues that might affect the proposal of which we were not previously aware
- Understand concerns and objections
- Allow respondents to make suggestions

4.2 Who we consulted

The consultation was open to anyone who had a view about our proposals. Our publicity was focused on residents and stakeholders close to Curtain Road, Great Eastern Street and Shoreditch High Street, businesses in the local vicinity and visitors to the area, and a range of additional stakeholders who we felt might have an interest in the proposals.

A list of stakeholders we invited to respond to the consultation is included in Appendix F.

4.3 Dates and duration

The consultation ran for eight weeks from Monday 16 December until Monday 10 February 2025.

The consultation period was extended from our usual six weeks to eight weeks to provide greater opportunity to respond due to the Christmas holiday period. This is our standard practice during national holiday periods (Easter, Summer and Christmas).

4.4 What we asked

Our consultation web page (haveyoursay.tfl.gov.uk/shoreditch) included a questionnaire for respondents to complete. We also made it possible for people to write to us via Freepost or Email.

We asked respondents two questions:

- “Our proposals are intended to improve road safety at the Great Eastern Street junction with Curtain Road. Thinking about our proposals as a whole, what effect do you think they will have on road safety?”

- “Proposals to improve road safety at the junction of Great Eastern Street and Shoreditch High Street are also in design. Please also use this space to tell us any other thoughts you have on how we can make this junction safer”.

We also asked respondents to tell us if they thought we should make any changes to our proposals.

Respondents were also asked to give their name, email address and postcode along with information about their travel habits and certain demographic information. We also asked questions on the quality of consultation.

4.5 Methods of responding

People were able to respond to the consultation by:

- Completing the online questionnaire on our consultation website: haveyoursay.tfl.gov.uk/shoreditch
- Emailing us at haveyoursay@tfl.gov.uk
- Sending in a Freepost letter to ‘TfL Have your Say’
- Calling us for more information, discuss an issue or to give feedback
- Attending our drop-in events on 23 January and 6 February 2025 at Trampery, 239 old Street, EC1V 9EY

To help support conversations with London’s diverse communities, our Have your Say website is also able to translate our consultation materials into many different languages.

A summary of the consultation information was also made available in:

- An Easy Read format
- An audio description file
- A British Sign Language (BSL) video

We also published an Easy Read version of our consultation questionnaire and explained in the BSL video that we would offer support (for example, through offering a BSL interpreter) to anyone who might require it to respond.

4.6 Consultation materials and publicity

We ran a marketing and publicity campaign as part of the consultation activity. We raised awareness of the consultation through a variety of channels, including emails to customers and key stakeholders, letter drops, posters, face-to-face engagement and drop-in sessions.

Copies of our consultation materials and publicity can be found in Appendix C. Further details about the materials and publicity are set out below.

Website
Our website Haveyoursay.tfl.gov.uk/lower-lea-crossing provided detailed information about the consultation, including overview maps and the information in alternate formats. It was divided into pages which:

• Provided an overview of the scheme
• Outlined the effects of the scheme
• Provided our Equality Impact Assessment
• Provided access to our online consultation questionnaire.

Letters to residents and businesses
On 17 December, we delivered a letter to 4,501 local residents and businesses within the vicinity of our proposals.

A copy of this letter and a map of the distribution area is included in Appendix C.

Emails to public/stakeholders

A consultation launch email was delivered on 16 December 2024 to 101,051 members of the public who are signed up to various TfL travel emails who might be impacted by the proposals and to 509 stakeholders including political, third sector and local stakeholders.

Follow-up reminder emails were sent to the same public and stakeholders during the final week of the consultation saying that the consultation would be closing shortly.

An email was also sent to 7,050 subscribers to our Santander Bike emails who had recently used docking stations in the Shoreditch area.

Copies of these emails are included in Appendix C.

Media activity
A Press Release was issued on 16 December 2024 to promote the consultation. A copy is included in Appendix C.

On-site advertising
A3 posters were delivered to schools, businesses and community buildings. We also provided bus stop posters at eight bus stops and installed twelve large 'Toblerones' (cardboard triangular advertising) at lampposts around Shoreditch.

Copies of the posters and signage can be found in Appendix C.

Public meetings drop-in sessions
Two drop-in events were held at the Trampery, 239 Old Street, EC1V 9EY:

- Thursday 23 January 2025 (16:00 – 19:00)
- Thursday 6 February 2025 (16:00 – 19:00)

A small number of people attended the events asking for general information or offering support, particularly for the new pedestrian crossing at the junction of Great Easter Street and Holywell Lane.

Meetings with stakeholders
We held meetings with the following stakeholders during the consultation:

- 13 December 2024 London Cycling Campaign
- 9 January 2025 Brewery Logistics Group

- 10 February 2025 Action Vision Zero

Face-to-face activity
We held four 'face-to-face' engagement sessions over the course of the consultation and handed out a combined total of around 1460 consultation postcards through this activity.

We distributed consultation postcards to people walking in the vicinity of the scheme and also left 440 postcards at local venues which agreed to display them. The postcard explained that the consultation was taking place and what the closing date for comments was, and included information on how to respond, as well as a QR code for quick and convenient access to our consultation webpage.

The table below shows the dates and locations where we handed out the postcards:

Date	Location of face to face activity	Venue where postcards left
18/12/24	Great Eastern Street, Leonard Street, Charlotte Road, Curtain Lane.	Rack Bit Dress Shop, Noodles South Japan, Foxtons Estates, Jealous Gallery, small supermarkets.
07/01/25	Great Eastern Street, Holywell Lane, Curtain Road, Scrutton Street, Leonard Street.	Sticks Sushi, Burger Beyond, Pizza Pilgrims, Aida Café, Cobalance Coworking Workspace, Atomic Antiques, The Grocery Store, The Bridge Café, Restoration Station Charity shop, Cowling & Willow art shop.
14/01/25	Shoreditch Road, Commercial Street, Kingsland Road, small part of Hackney Road, Calvert Avenue, Rivington Street, Bethnal Green Road.	American Carwash, Estate Agents including Circa, Savills, Dexters, Stirling Ackroyd, Fraser & Co. Santo Mexican Café, Kybelle Café, The Shoreditch Shop, Itsu.
08/02/25	Curtain Road, Great Eastern Street, New Inn Yard.	American Carwash, Rack and Bite, Foxtons Estate Agent, Stirling Ackroyd Estate Agent, Love Nails, local cafe, Dentalcare, Claybrook Tiles.

Table 1: face-to-face activity locations and venues where postcards left

A copy of the postcard is included in Appendix C.

Hackney Council channels used to promote the consultation

- Social channels (Facebook, X, Next Door)
- E-newsletter

- Love Hackney publication
- TRAs and local business networks

4.7 Equalities Assessment

Prior to launching the public consultation, we conducted an Equalities Impact Assessment (EqIA) which highlighted the positive and negative impacts our proposals could have locally on people with protected characteristics. We used the information from the EqIA to develop our stakeholder register for the consultation.

In deciding who to consult with and how our consultation should be conducted, we ensured that the materials were written in plain English and available in different formats upon request (for example in large print). Our website also included an auto-translate function, enabling people for whom English is not their first language to understand our proposals. There was also an Easy Read version of the consultation materials, together with a BSL video.

A list can be found in the stakeholder list in Appendix F.

4.8 Analysis of consultation responses

The consultation responses were analysed in-house by a dedicated consultation analyst and subject to peer review throughout.

The open question analysis was completed by assigning (or ‘coding’) the points made by each respondent to one or more codes within a code frame. The code frame was developed by the analyst and discussed with the project team throughout the process. Each code represented a point raised by respondents in their response. This coding enabled the same or similar points raised by multiple individuals (and expressed by individuals in a variety of ways) to be categorised within the code frame. From this, it was possible to count how many times the same or similar points had been raised by respondents and identify the most common concerns.

Copies of the code frame produced can be found in Appendix A and our responses to issues raised during the consultation can be found in Appendix B

Appendix A: Code Frame

The table below provides the number of times an issue was raised in the consultation.

- **To the proposals to improve road safety at the Great Eastern Street junction with Curtain Road the issues raised were:**

General opposition

Issues	General responses	Bus vehicle type campaign responses	Personalised campaign responses	Non personalised campaign responses	**Total responses**
Oppose proposals in general/ leave it as it is/ changes not needed	16	0	0	0	**16**

Cycling

Suggestion for dedicated/ segregated/ extended/ protected cycle lanes in general	18	0	0	0	**18**
Suggestion for a dedicated/ segregated/ protected/ bi-directional cycle lane on Great Eastern Street	10	0	5	0	**15**
Suggestion for dedicated/ advance traffic lights for cyclists	9	0	8	0	**17**
Concern that the advance stop lines will have little or no effect on safety for cyclists due to traffic misusing them or cyclists not being able to safely reach them	7	0	6	0	**13**
Suggestion for a dedicated/ segregated/ protected / bi-directional cycle lane on Curtain Road	6	0	6	0	**12**

Other individual cycling suggestions	10	0	1	0	**11**
Suggestion for a further link up to other cycle networks in the area e.g. C1, C13	3	0	0	0	**3**
Other cycling concerns	1	0	0	0	**1**

Safety

Concern that the proposals are not sufficient to improve safety for cyclists and or pedestrians or motorists or in general	22	0	17	0	**39**
Concern about/request for better enforcement of anti-social/dangerous cycling/ e-bikes behaviour (e.g. ignoring lights, riding on pavements)	21	0	0	0	**21**
Concern that the proposals are unsafe for cyclists and or pedestrians or motorists or in general	6	0	8	0	**14**
Other individual safety concerns	9	0	2	0	**11**
Concern that the shared space will lead to conflict between cyclists and pedestrians	7	0	3	0	**10**
Concerned about or suggest to do more to address high vehicle speeds	6	0	0	0	**6**
Suggestion to improve junction of Leonard Street with Great Eastern Street for safe cycling	4	0	0	0	**4**
Other individual safety suggestions	3	0	1	0	**4**
Concern about safety for women/ suggest improve cycling for women	1	0	3	0	**4**
Concern that the scheme will create driver frustration/aggressive driving	2	0	0	0	**2**
Suggestion for a CYCLOPS junction for the safety of all modes of traffic	2	0	0	0	**2**

Concern about/request for better enforcement of anti-social/dangerous pedestrian behaviour (e.g. ignoring traffic rules)	2	0	0	0	**2**
Suggestion to improve intersection of Holywell Lane and Curtain Road for safe cycling	1	0	1	0	**2**

Pedestrian

Suggest additional or amendments to the pedestrian infrastructure	6	0	0	0	**6**
Suggestion for new/ additional pedestrian crossings	6	0	0	0	**6**
Suggestion for amendments or improvements to pedestrian crossings	5	0	1	0	**6**
Suggestion for larger pavements/ more space for pedestrians owing to the night life/ tourism/ work	3	0	0	0	**3**
Suggestion for continuous pavements with kerbs rather than raised junctions or raised junctions with bollards at kerb edge to ensure pedestrian priority e.g. at Charlotte Street, Leonard Street and Phipp Street	2	0	1	0	**3**
Suggestion to review signal timings to aid pedestrian flow with motorised traffic	2	0	0	0	**2**
Concern that crossings need to meet pedestrian desire lines or they won't be utilised	1	0	0	0	**1**
Suggestion to improve pedestrian infrastructure on Holywell Lane e.g. add crossings/ use enlarged pavement for pedestrians	1	0	0	0	**1**
Other pedestrian suggestions/ concerns	1	0	0	0	**1**

Enforcement

Concern about/request for better enforcement of traffic rules/segregation at the junction or install red light cameras	10	0	0	0	**10**
Concern that other road users enter Advance stop lines	3	0	1	0	**4**

Traffic / congestion / journey times

Concern that the proposals (e.g. the banned left turns) will displace traffic and cause congestion or rat-running in the surrounding streets	10	0	0	0	**10**
Concern that displaced traffic will cause safety issues on surrounding streets	2	0	0	0	**2**

Accessibility

Concern that the scheme will reduce accessibility (e.g. for tradespeople/deliveries/ taxis)	5	0	0	0	**5**
Suggestion to allow taxi access	2	0	0	0	**2**
Concern that some journeys cannot be made by bike (i.e. a car is necessary for some trips)	1	0	0	0	**1**

Equality

Concern that the proposals will negatively impact elderly/ disabled/ vulnerable who rely on other modes of transport	3	0	0	0	**3**

Concern that the scheme negatively impacts/ is discriminatory against women, other minority groups, and or those who rely on other modes of transport	1	0	1	0	**2**

Value for Money

Concern that the proposals are a waste of money/ money should be spent elsewhere	2	0	0	0	**2**

General suggestions / concerns

Concern/ suggestion for the scheme to be more ambitious to meet vision zero/ improve safety for cyclists and or pedestrians or motorists or in general	7	0	335	94	**436**
Concern/ suggestion for the scheme to be more ambitious to enable active travel/ improve public transport and or reduce private vehicle/ traffic	6	0	335	94	**435**
Concern that the scheme favours cyclists and or pedestrians over other road users	5	0	0	0	**5**
Other general suggestions/ concerns	3	0	1	0	**4**

General support

Support banned left turns at the junction of Curtain Road with Great Eastern Street as will improve safety for cyclists and or pedestrians in general	14	0	337	94	**445**
Support proposals in general	56	3	0	0	**59**

Support proposals as will increase safety for cyclists and or pedestrians	53	0	0	0	**53**
Support banned left turns as will improve safety for cyclists and or pedestrians	13	0	1	0	**14**
Support changes/ improvements to the pedestrian infrastructure e.g. Holywell Lane/ Curtain Road	6	0	0	0	**6**
Support additional and or amendments to Advance stop lines as will increase safety for cyclists	5	0	0	0	**5**
Support banned left turn from Curtain Road into Great Eastern Street as will improve safety for cyclists	2	0	0	0	**2**
Suggestion for the scheme to be extended	1	0	0	0	**1**
Support all except removal of left turn from Curtain Road into Great Eastern Street/ partial support of the proposals	1	0	0	0	**1**
Support banned left turn from Great Eastern Street into Curtain Road as will improve safety for cyclists	1	0	0	0	**1**

Business

Concern that the scheme will have a negative impact on local businesses e.g. access to local shops	2	0	0	0	**2**

Buses

Concerned about negative impact on bus journeys	2	0	1	0	**3**
Suggestion for more dedicated bus lanes/ 24/7 bus lanes/ bus gates or more use of bus lanes	0	0	1	0	**1**

Traffic

Concern that the proposals/ banned left turns will increase traffic/ congestion/ journey times/ pollution	10	0	0	0	**10**
Other individual traffic suggestions	9	0	2	0	**11**
Suggestion to reduce vehicle dominance at junction/restrict number of traffic lanes	5	0	0	0	**5**
Oppose removing left turn from/ into Great Eastern Street into/ from Curtain Road as will not make a difference/ traffic is too low/ is not a safety issue	5	0	0	0	**5**
Oppose restricting vehicle movement	4	0	0	0	**4**
Oppose removing left turn from Curtain Road into Great Eastern Street as will have a negative impact on local residents' mobility/ make things worse	3	0	0	0	**3**
Suggestion to remove two lanes of traffic from Great Eastern Street	2	0	0	0	**2**
Suggestion to make all roads two-way in the area e.g. Curtain Road	2	0	0	0	**2**
Other individual traffic concerns	1	0	0	0	**1**
Suggestion to remove one lane of traffic from Holywell Lane	1	0	0	0	**1**

Out of scope

Other out of scope suggestions/ concerns	1	0	16	0	**17**
Suggestion about vehicle type e.g. tram-style/double decker electric/new routemasters/zero-emission buses/vehicle accessibility	0	10	0	0	**10**

Other

Questions about the proposals	5	0	0	0	**5**

Unclear comment	1	0	0	0	**1**

- **Ideas on how we could improve safety at the junction of Shoreditch High Street and Great Eastern Street**

General opposition

Issues	General responses	Bus vehicle type campaign responses	Personalised campaign responses	Non personalised campaign responses	Total responses
Oppose proposals in general/ leave it as it is/ changes not needed	8	0	0	0	**8**

Cycling

Suggestion to do more for cycling on North - South corridor along Shoreditch High Street to reduce private vehicle traffic and enable safe cycling and speed up bus journeys	2	0	336	94	**432**
Suggestion for dedicated/ segregated/ extended/ protected cycle lanes in general	37	0	19	0	**56**
Suggestion for dedicated/ advance traffic lights for cyclists	25	0	0	0	**25**
Other individual cycling suggestions	5	0	0	0	**5**
Concern that the advance stop lines will have little or no effect on safety for cyclists due to traffic misusing them or cyclists not being able to safely reach them	4	0	0	0	**4**

Suggestion for a dedicated/ segregated/ protected/ bi-directional cycle lane on Great Eastern Street	3	0	0	0	**3**
Suggestion for a further link up to other cycle networks in the area e.g. C1, C13	1	0	0	0	**1**

Safety

Suggestion to design all key junctions and links to ensure Curtain Road, Great Eastern Street and Shoreditch High Street are safe for active travel and public transport	1	0	336	94	**431**
Concern about/request for better enforcement of anti-social/dangerous cycling/ e-bikes behaviour (e.g. ignoring lights, riding on pavements)	10	0	1	0	**11**
Other individual safety suggestions	6	0	0	0	**6**
Concern about/request for better enforcement of anti-social/dangerous pedestrian behaviour (e.g. ignoring traffic rules)	4	0	0	0	**4**
Concerned about or suggest to do more to address high vehicle speeds	3	0	1	0	**4**
Concern that the proposals are not sufficient to improve safety for cyclists and or pedestrians or motorists or in general	2	0	0	0	**2**
Suggestion for a CYCLOPS junction for the safety of all modes of traffic	2	0	1	0	**3**
Concern that the shared space will lead to conflict between cyclists and pedestrians	1	0	0	0	**1**

Pedestrians

Suggestion for amendments or improvements to pedestrian crossings	12	0	0	0	**12**
Suggestion for larger pavements/ more space for pedestrians owing to the night life/ tourism/ work	12	0	0	0	**12**
Suggestion to review signal timings to aid pedestrian flow with motorised traffic	8	0	0	0	**8**
Concern that crossings need to meet pedstrian desire lines or they won't be utilised	4	0	0	0	**4**
Suggest additional or amendments to the pedestrian infrastructure	3	0	0	0	**3**
Suggestion for new/ additional pedestrian crossings	3	0	0	0	**3**

Enforcement

Concern about/request for better enforcement of traffic rules/segregation at the junction or install red light cameras	4	0	6	0	**10**
Concern that other road users enter Advance stop lines	3	0	0	0	**3**

Traffic / congestion / journey times

Concern that the proposals (e.g. the banned left turns) will displace traffic and cause congestion or rat-running in the surrounding streets	1	0	0	0	**1**
Concern that displaced traffic will cause safety issues on surrounding streets	1	0	0	0	**1**

Accessibility

Suggestion to allow taxi access	1	0	0	0	**1**
Concern that the scheme will reduce accessibility (e.g. for tradespeople/deliveries/ taxis)	1	0	0	0	**1**

General suggestions/ concerns

Concern/ suggestion for the scheme to be more ambitious to meet vision zero/ improve safety for cyclists and or pedestrians or motorists or in general	5	0	0	0	**5**
Concern that the scheme favours cyclists and or pedestrians over other road users	1	0	0	0	**1**

General support

Support TfL position that safety improvements are required at the junction of Shoreditch High Street and Great Eastern Street	18	0	0	0	**18**
Support proposals as will increase safety for cyclists and or pedestrians	1	0	0	0	**1**
Support proposals in general	1	0	0	0	**1**

Buses

Suggestion for more dedicated bus lanes/ 24/7 bus lanes/ bus gates or more use of bus lanes	1	0	0	0	**1**

Traffic

Suggestion to reduce vehicle dominance at junction/restrict number of traffic lanes	7	0	5	0	**12**
Other individual traffic suggestions	6	0	0	0	**6**
Oppose removing the left turn slip road at the junction of Shoreditch High Street into Commercial Road as will have accessibility issues/ displace traffic	3	0	0	0	**3**
Oppose restricting vehicle movement	2	0	0	0	**2**
Suggestion to make all roads two-way in the area e.g. Shoreditch High Street	2	0	0	0	**2**
Concern that the proposals/ banned left turns will increase traffic/ congestion/ journey times/ pollution	1	0	0	0	**1**
Suggestion to remove two lanes of traffic from Great Eastern Street	1	0	0	0	**1**

Out of scope

Other out of scope suggestions/ concerns	2	0	0	0	**2**
Suggestion about vehicle type e.g. tram-style/double decker electric/new routemasters/zero-emission buses/vehicle accessibility	0	1	0	0	**1**

Other

Not sure/ Don't know	2	0	0	0	**2**

Appendix B: Our Responses to Issues Raised

Below are our responses to the most common issues raised by respondents to the consultation.

Question 1

General Opposition

Issue	Response
Oppose proposals in general/ leave it as it is/ changes not needed	Our proposals contribute to our Vision Zero approach, which aims to eradicate deaths and serious injuries from our roads - as well as to the Mayor's Transport Strategy, which seeks to make London a safer, healthier and greener place by 2041. The banned left turns allow us to accommodate a safer pedestrian crossing on the Curtain Road arm of the junction. There will be some impacts on motorists during the peak, but this impact needs to be balanced against the safety benefits for pedestrians and cyclists arising from the new facilities. This scheme will help address road danger for vulnerable road users who are currently exposed to an unacceptably high level of risk at this location. 49 pedestrians and eight people cycling tragically lost their lives in London in 2023.That is simply unacceptable. Our data shows that the area is a high priority for road danger reduction, and Shoreditch is part of the Mayor's Safer Junctions programme that aims to reduce risks for vulnerable road users. At the junction of Great Eastern Street with Curtain Road, there have been 14 collisions, which resulted in 15 people being hurt in the three-year period up to 30 June 2024. Of these: • 10 people cycling were hurt, including four people who were seriously injured

	• Three pedestrians were hurt: two people were seriously injured and, tragically, one person was killed • One person riding a motorcycle was slightly injured • One person driving a taxi was also slightly injured

Cycling

Issue	Response
Suggestion for dedicated/ advance traffic lights for cyclists	The scheme significantly reduces the risk of left-hook exposure for cyclists by banning the left turn from Great Eastern Street into Curtain Road and Curtain Road into Great Eastern Street, eliminating fully the left-hook risk to cyclists at this location, by reducing the risk of collision with left turning vehicles. The widening of the ASL provides cyclists with additional time to travel through the junction ahead of vehicles, therefore eliminating the need for cyclist early release
Suggestion for dedicated/ segregated/ extended/ protected cycle lanes in general	To improve road safety, we will provide new pedestrian crossings and address the existing collision history, which includes collisions involving cyclists; the scheme bans the left turn from Great Eastern Street into Curtain Road and Curtain Road into Great Eastern Street, eliminating fully the left-hook risk to cyclists at this location, by reducing their exposure from left turning vehicles. We have tried to balance the needs of all road users when developing the scheme based on our collision history data and traffic modelling and these changes are necessary for us to deliver a practical proposal. The carriageway lanes have been designed at such a width to encourage cyclists to adopt a primary position. Cyclists in a primary cycle position are less likely to be overtaken and be more visible when compared to cycling adjacent to the kerb when the lanes are designed to the correct width.

Other individual cycling suggestions • More cycle storage • Improve east- west cycling route from Scrutton Street to Shoreditch High Street • Allow right turn from Curtain Street into Scrutton Street • Holywell Lane west is unsuitable for cyclists	Additional cycle storage will be included in our next phase of this project We are proposing to retain the off carriageway cycling facilities and toucan crossings that link Holywell Lane and Great Eastern Street and Scrutton Street this link can be supported with cycleway finding signs. (There is off carriageway cycling facilities between Scruton Street to Hollywell Lane (Shoreditch), this can be supported with cycleway finding signs, in addition to that we have included advanced stop lines for cyclist and lane widths are adjusted for cyclist to take primary position on the carriageway). Due to the one way operation it is not possible right turn from Curtain Street into Scrutton Street. Hollywell Lane West is not part of the Great Eastern Street project but we will retain this comment as part of our engagement for Shoreditch High Street project
Concern that the advance stop lines will have little or no effect on safety for cyclists due to traffic misusing them or cyclists not being able to safely reach them	Advanced Stop lines on The TRLN are to be 7.5m depth to provide space for cyclists to assume a primary position and provides cyclists with additional time to travel through the junction ahead of vehicles. We always look to include cycle lead in lanes and advanced stop lines for cyclists, in signalised junctions where they are absent, as part of bringing the junction into compliance with our design standards.
Suggestion for a further link up to other cycle networks in the area e.g. C1, C13	These proposals focus on the junction of Curtain Road and Great Eastern Street and we will continue to work with LB Hackney to deliver a network of cycle infrastructure across Hackney.
Other individual cycling concerns Concern regarding the connectivity of the Holywell Lane cycle Lane	Holywell Lane is currently a local cycling route link between C9 and C1 with low cycling flows. It has a set of Toucan Crossings and an off carriageway cycling facility. We are proposing to keep this existing layout. (It is connected with a set of Toucan crossings, one on Great Eastern Street on the eastern side to access New Inn Yard Toucan Crossing by Shoreditch High Street and on Curtain Road on the western side to join Scrutton Street, the link between Great Eastern Street and Scrutton Street has off carriageway cycling facilities).
Suggestion for a dedicated/ segregated/ protected/ bi-directional	To improve road safety, we will provide new pedestrian crossings and address the existing collision history, which includes collisions involving cyclists; the scheme bans the left turn from Great Eastern Street into Curtain

cycle lane on Great Eastern Street	Road and Curtain Road into Great Eastern Street, eliminating fully the left-hook risk to cyclists at this location, by reducing their exposure from left turning vehicles. We have tried to balance the needs of all road users when developing the scheme based on our collision history data and traffic modelling and these changes are necessary for us to deliver a practical proposal. The carriageway lanes have been designed at such a width to encourage cyclists to adopt a primary position. Cyclists in a primary cycle position are less likely to be overtaken and be more visible when compared to cycling adjacent to the kerb when the lanes are designed to the correct width.
Suggestion for a dedicated/ segregated/ protected / bi-directional cycle lane on Curtain Road	Only the southern side of Curtain Road is in scope for this project, introducing an isolated cycle lane could have negative consequences for cyclists as is not part of a wider connecting route. The proposals for the scheme have considered impacts for all users travelling across a wider area.

Safety

Issue	Response
Concern that the scheme will create driver frustration/aggressive driving	The scheme will be monitored after it is built and adjusted if necessary to make sure it is working as well as possible. Aggression and road rage are a matter for the Met Police. Enforcement activities in collaboration with the Police focus primarily on those who pose a danger. Damaging offences by drivers are the main cause of traffic collisions on London's roads, and encompass a broad range of violations, including speeding, careless driving, driving under the influence of drugs or alcohol, using a mobile phone and ignoring traffic signals. If it becomes an issue it would be looked at by the enforcement team. To report anti-social behaviour, please contact your local Safer Neighbourhoods Team.
Concern about/request for better enforcement of anti-social/dangerous cycling/ e-bikes behaviour (e.g. ignoring lights, riding on pavements)	These proposals would provide safer facilities for all road users which we hope they will use responsibly. We would monitor the changes after delivery and make any necessary changes.

	As with all modes of travel, unfortunately sometimes people do not behave respectfully or follow the rules. Nevertheless, cyclists are expected to follow the same rules outlined in the Highway Code, as specified in the Road Traffic Act 1991. We promote the Highway Code to all road users, highlighting the importance of responsible cycling and mutual respect between cyclists and other road users. This involves addressing offences like jumping red lights, cycling on pavements and cycling without being visible at night. The Met Police's Cycle Safety play an active role in cycle safety, providing on-street advice and enforcement where necessary. Enforcement activities in collaboration with the Police focus primarily on those who pose a danger. Damaging offences by drivers are the main cause of traffic collisions on London's roads, and encompass a broad range of violations, including speeding, careless driving, driving under the influence of drugs or alcohol, using a mobile phone and ignoring traffic signals. Statistics on road traffic collisions in Greater London reveal that the number of injuries and fatalities involving pedestrians in cyclist-related incidents is significantly lower than those involving motor vehicles.
Other individual safety suggestions • Use TfL Achieving Lower Speeds toolkit	This area is already 20mph, the lowering speed toolkit has already been implemented for these extents. For this scheme we have used the Healthy Streets Design Check (HSDC) is currently the standard auditing tool used across TfL. The HSDC provides a comprehensive audit covering a variety of topics including level of service for cycling, pedestrians as well air quality, safety etc.
Concern that the shared space will lead to conflict between cyclists and pedestrians	The improvements have been designed specifically for this junction and should encourage both cyclists and pedestrians to use the protected facilities. The proposals have been safety assessed by our technical specialists who have concluded that the area is suitable for shared use.

Concern that the proposals are unsafe for cyclists and or pedestrians or motorists or in general	The scheme provides improved safety facilities for cyclists. Although not all risk is eliminated across all arms, the proposal significantly reduces the risk of left-hook exposure for cyclists by banning the left turn from Great Eastern Street into Curtain Road and Curtain Road into Great Eastern Street. Pedestrian activity in the area is very high and reallocation of carriageway space into footway to include cyclists as a shared space eliminates risk at a very busy junction. The proposals have been safety assessed by our technical specialists who have concluded that the area is suitable for shared use. We would continue to monitor the scheme closely after it is installed and address any safety concerns that may arise. Our proposals contribute to our Vision Zero approach, which aims to eradicate deaths and serious injuries from our roads - as well as to the Mayor's Transport Strategy, which seeks to make London a safer, healthier and greener place by 2041.
Other individual safety concerns • Widening of pavement by Old Blue Last pub creates safety concerns and delivery cellar to close to the crossing in the proposals	We will continue to give careful thought to make sure safety is a priority throughout these proposals, including further surveys and safety assessments at the next stage of design. The Mayor's Transport Strategy (MTS) sets out the objective for 80% of journeys in London to be made by sustainable modes of transport: public transport, walking or cycling. · This scheme therefore prioritises people who walk, cycle or use public transport to ensure they can travel efficiently and safely around London's busy streets. · It offers safety improvements for people who walk and cycle, whilst balancing this with the needs of other road users including buses, taxis, and local businesses.
Concern that the proposals are not sufficient to improve safety for cyclists and or pedestrians or motorists or in general	The scheme provides improved safety facilities for cyclists. Although not all risk is eliminated across all arms, the proposal significantly reduces the risk of left-hook exposure for cyclists by banning the left turn from Great Eastern Street into Curtain Road and Curtain Road into Great Eastern Street.

	Pedestrian activity in the area is very high and reallocation of carriageway space into footway to include cyclists as a shared space eliminates risk at a very busy junction. The proposals have been safety assessed by our technical specialists who have concluded that the area is suitable for shared use. We would continue to monitor the scheme closely after it is installed and address any safety concerns that may arise. Our proposals contribute to our Vision Zero approach, which aims to eradicate deaths and serious injuries from our roads - as well as to the Mayor's Transport Strategy, which seeks to make London a safer, healthier and greener place by 2041.
Concern more needs to done to address high vehicle speeds	All measures have been designed to further slow down traffic on Great Eastern Street which is already 20mph. It is anticipated that the changes proposed will further reduce vehicle speeds and improve safety for vulnerable road users. We would continue to monitor the scheme closely after it is installed and address any safety concerns that may arise.
Suggestion to improve intersection of Holywell Lane and Curtain Road for safe cycling	There is off carriageway cycling facilities between Scruton Street to Hollywell Lane (Shoreditch), this can be supported with cycleway finding signs, in addition to that we have included deepened advanced stop lines for cyclists and lane widths are adjusted for cyclist to take primary position on the carriageway).
Suggestion to improve junction of Leonard Street with Great Eastern Street for safer cycling	The junction of Leonard Street with Great Eastern St has redesigned to further slow vehicle speeds at the mouth of the junction to allow for more visibility of pedestrians and cyclists using the junction.
Suggestion for a CYCLOPS junction for the safety of all modes of traffic	Great Eastern lacks capacity for a CYCLOPS facility to work to its full potential for all modes of transport at this junction.
Concern about/request for better enforcement of anti-social/dangerous pedestrian	Our engineers have done a full assessment of the signals at this junction and will be implementing a system which seeks to best serve the competing demands in the most balanced and safest way possible. We believe the existing green time is

behaviour (e.g. ignoring traffic rules)	adequate because the reduced crossing distances mean people walking will have the same amount of time to cross a shorter distance of road. TfL will continue to monitor the junction following the changes and adjust if needed.
Concern about safety for women/ suggest improve cycling for women	The proposals have been safety assessed by our technical specialists who have concluded that the area is suitable for shared use by all demographics. Women have also been considered throughout our EQIA process. We would continue to monitor the scheme closely after it is installed and address any safety concerns that may arise.

Pedestrians

Issue	Response
Suggest additional or amendments to the pedestrian infrastructure: • A toucan crossing is not needed at the junction, a zebra crossing would work • Introduce a continuous footway at the entrances to Christina Street and Luke Street • Better walking routes on side streets and courtesy crossing at Phipp Street/ Leonard Street	The proposed Toucan crossing is to provide a safer link for cyclist between Great Eastern Street eastbound and New Inn Yard. Christina Street and Luke Street are out of scope for this current scheme Our current proposals for Phipp Street and Leonard Street would see the existing 'raised entry table' redesigned to further slow turning vehicles and make the crossing more visible for all road users. This should help improve conditions for pedestrians here.
Other pedestrian suggestions/ concerns • Main issue for pedestrians with junction is traffic turning from Curtain Road into New Inn Yard	The junction of Curtain Road with New Inn Yard has redesigned with an enhanced raised table to further slow vehicle speeds at the mouth of the junction to allow for more visibility of pedestrians and cyclists using the junction.
Concern that crossings need to meet pedestrian desire lines or they won't be utilised	We understand the pedestrian flows at this junction are high, and desire lines to the tube stations in the area. A survey of pedestrian movements was conducted during the design of this scheme which enabled lead to additional new crossings on Hollywell Lane and Curtain Road and the scheme will also enable the western

	footway to the north of Curtain Road to be greatly increased with the removal of the left turn slip.
Suggestion to improve pedestrian infrastructure on Holywell Lane e.g. add crossings/ use enlarged pavement for pedestrians	We will continue to work with London boroughs to make it easier for people to travel by bus, cycle and foot. This will give people viable and attractive alternatives to travelling by private car, which in turn will help to reduce traffic congestion. Four New and improved crossings are proposed as part of this scheme
Suggestion for larger pavements/ more space for pedestrians owing to the night life/ tourism/ work	We have tried to balance the needs of all road users when developing the scheme based on our collision history data and traffic modelling and these changes are necessary for us to deliver a practical proposal. Additional footway space has been achieved along Curtain Road. No lane width narrowing is proposed on Great Eastern Street at this time as we need to maintain carriageway lanes at a safe width and with a consistency to avoid prominent pinch points which introduce safety concerns.
Suggestion to review signal timings to aid pedestrian flow with motorised traffic	The signal timings have been designed to help buses, cyclists and pedestrians travel as efficiently and safely as possible. This is particularly important for people walking, to ensure pedestrians comply with the green man invitation to cross. Signal controls help us dedicate sufficient time for all road users so no one waits long periods. By reducing the amount of crossing movements allows road users to continue with there journey more safely and in less time
Suggestion for continuous pavements with kerbs rather than raised junctions or raised junctions with bollards at kerb edge to ensure pedestrian priority e.g. at Charlotte Street, Leonard Street and Phipp Street	Rised entry table are primarily to give pedestrians a greater sense of priority at junctions. Raised entry tables already exist at these location, these changes will improve safety by slowing the speeds of motorised vehicles.
Suggestion for continuous pavements with kerbs rather than raised junctions or raised junctions with bollards at kerb edge to ensure	Raised entry table are primarily to give pedestrians a greater sense of priority at junctions. Raised entry tables already exist at these location, these changes will improve safety by slowing the speeds of motorised vehicles.

pedestrian priority e.g. at Charlotte Street, Leonard Street and Phipp Street	
Suggestion for new/ additional pedestrian crossings • Introduce modal filter and raised crossing at the junction of Curtain Road and New Inn Yard	The junction of Curtain Road with New Inn Yard has redesigned with an enhanced raised table to further slow vehicle speeds at the mouth of the junction to allow for more visibility of pedestrians and cyclists using the junction. There is a provision for a modal filter at the junction of New Inn Yard and Shoreditch High Street
Suggestion for amendments or improvements to pedestrian crossings • Curtain Road Toucan should be segregated for pedestrians and cyclists • Two new pedestrian crossings should be parallel to Curtain Road • Move proposed crossing by Old Blue Last pub to help with deliveries to pub	The proposed Toucan crossing will provide a safe link for cyclist between Great Eastern Street eastbound and New Inn Yard. In our proposals we are maintaining the existing crossings and only widening them to improve the pedestrian comfort, the only new crossing is across Curtain Road The Old Blue Last Pub is positioned on the corner of Curtain Road and New Inn Yard with no provision to off load on the TRLN, New Inn Yard has resident permit bays that may accommodate the off-loading to the PH. Discussions can be held with LBH.

Enforcement

Issue	Response
Concern about/request for better enforcement of traffic rules/ segregation at the junction or install red light cameras	These proposals would provide safer facilities for all road users which we hope they will use responsibly. We would monitor the changes after delivery and make any necessary changes. As with all modes of travel, unfortunately sometimes people do not behave respectfully or follow the rules. Nevertheless all road users are expected to follow the same rules outlined in the Highway Code, as specified in the Road Traffic Act 1991. We promote the Highway Code to all road users, highlighting the importance of responsible cycling and mutual respect between cyclists and other road users. This involves addressing offences like jumping

	red lights, cycling on pavements and cycling without being visible at night. The Met Police's Cycle Safety plays an active role in cycle safety, providing on-street advice and enforcement where necessary. Enforcement activities in collaboration with the Police focus primarily on those who pose a danger. Damaging offences by drivers are the main cause of traffic collisions on London's roads, and encompass a broad range of violations, including speeding, careless driving, driving under the influence of drugs or alcohol, using a mobile phone and ignoring traffic signals.
Concern that other road users enter Advance stop lines	Advanced Stop lines on The TRLN are to be 7.5m depth to provide space for cyclists to assume a primary position and provides cyclists with additional time to travel through the junction ahead of vehicles. We always look to include cycle lead in lanes and advanced stop lines for cyclists, in signalised junctions where they are absent, as part of bringing the junction into compliance with our design standards.

Traffic/Congestion/Journey Times

Issue	Response
Concern that displaced traffic will cause safety issues on surrounding streets	Traffic modelling is carried out for permanent highway schemes to assess the likely impact of the design on all road users, including impacts on bus journey times. The scheme has been designed so that the impact of providing the new crossings and improving road safety is as neutral as possible. The impact on both Great Eastern Street and local roads is predicted to be minimal overall, although there may be some additional queuing at some times of day depending on traffic conditions. Traffic signals will be set up to automatically adjust signal timings so that traffic can be kept moving when these conditions occur.
Concern that the proposals (e.g. the banned left turns) will displace traffic and cause congestion or rat-running in the surrounding streets	Surveys were undertaken to access the levels of traffic and their movements. Traffic modelling that was then undertaken predicts that the proposals would have minimal impacts on network performance and will not lead to any increase in traffic on residential roads.

Accessibility

Issue	Response
Suggestion to allow taxi access	This has been investigated by the design team but is not deemed possible within the current design and restrictions. TfL will work closely with taxi interest groups to ensure that we can find a satisfactory alternative.
Concern that the scheme will reduce accessibility (e.g. for tradespeople/deliveries/ taxis)	Although motorised traffic would no longer be able to turn left from Great Eastern Street into Curtain Road and left from Curtain Road into Great Eastern Street all other movements through the area are still possible in the new proposed layout. However, it might be necessary for motorised vehicles to take a different route.
Concern that some journeys cannot be made by bike (i.e. a car is necessary for some trips)	Although motorised traffic would no longer be able to turn left from Great Eastern Street into Curtain Road and left from Curtain Road into Great Eastern Street all other movements through the area are still possible in the new proposed layout. However, it might be necessary for motorised vehicles to take a different route.

Equality

Issue	Response
Concern that the scheme negatively impacts/ is discriminatory against women, other minority groups, and or those who rely on other modes of transport	Our commitment to safety is a top priority, and we are committed to making sure our cycle network is high quality and safe for all users. Transport for London (TfL) and the Mayor's Office for Policing and Crime (MOPAC) have been working together to make public space feel safer and more inclusive for women, girls and gender diverse people. This summer (2024), piloting Women's Safety Audits across 5 locations in London. These audits will involve women who are representative of London's diverse communities to work together to audit public spaces and inform how they can be made safer and more welcoming for women. The project aims to develop a toolkit for future audits, empowering any interested party to engage with women, girls, and gender-diverse people and understand their experience of public place. Beyond safety improvements, the audits aim to foster a

	sense of community and belonging for participants and those impacted by the outcomes. A crime and disorder assessment has been undertaken for the scheme, the alignment and new road layout do not appear to show any major concerns regarding crime or security. We will continue to give careful thought to how to make sure people feel safe on the route including on the quieter sections. Urban realm improvements will be considered at the next stage of the project, street lighting will be reviewed to make sure it's easy to see at night, and we will work with Hackney to review CCTV coverage, to make sure the route feels safe and welcoming for all. Further surveys and assessments may be carried out to better understand local behaviour. To report anti-social behaviour, please contact your local Safer Neighbourhoods Team.
Concern that the proposals will negatively impact elderly/ disabled/ vulnerable who rely on other modes of transport	Keeping everyone travelling in the capital safe is our top priority and the needs of disabled people are always taken into consideration when designing cycle lanes. An Equalities Impact Assessment (EQIA) has been carried out to assess the potential impact of the proposed measures on people with a protected characteristic and any mitigation needed. Consistent with TfL's duties under the Equality Act, feedback from the public and disability user groups during this consultation will be considered. The EQIA will be kept under review and updated at each stage of the project and will capture any changes made in response to our assessments and public feedback. We would also closely monitor the scheme following construction and investigate any customer concerns about the changes made.

Value for Money

Issue	Response

Concern that the proposals are a waste of money/ money should be spent elsewhere	Our proposals contribute to our Vision Zero approach, which aims to eradicate deaths and serious injuries from our roads - as well as to the Mayor's Transport Strategy, which seeks to make London a safer, healthier and greener place by 2041. This scheme will help address road danger for vulnerable road users who are currently exposed to an unacceptably high level of risk at these junctions. 49 pedestrians and eight people cycling tragically lost their lives in London in 2023. That is simply unacceptable. Our research highlights that safety is the biggest barrier to people cycling. There have been a significant number of collisions at the junction of Great Eastern Street with Curtain Road where we propose to introduce this scheme. In the last three-year period up to 30 June there were: • 10 people cycling were hurt, including four people who were seriously injured • Three pedestrians were hurt: two people were seriously injured and, tragically, one person was killed • One person riding a motorcycle was slightly injured • One person driving a taxi was also slightly injured

General Suggestions

Issue	Response
Concern/ suggestion for the scheme to be more ambitious to meet vision zero/ improve safety for cyclists and or pedestrians or motorists or in general	Our proposals contribute to our Vision Zero approach, which aims to eradicate deaths and serious injuries from our roads - as well as to the Mayor's Transport Strategy, which seeks to make London a safer, healthier and greener place by 2041. These proposals have been carefully balanced to consider the needs of buses, cyclists and pedestrians.

Other general suggestions/ concerns • Improving road surfaces on Scrutton Street	Scrutton Street is not part of the TfL Red Route Network, this road is maintained by London Borough of Hackney
Concern that the scheme favours cyclists or and pedestrians over other road users	The Mayor's Transport Strategy (MTS) sets out the objective for 80% of journeys in London to be made by sustainable modes of transport: public transport, walking or cycling. This scheme therefore prioritises people who walk, cycle or use public transport to ensure they can travel efficiently and safely around London's busy streets. It offers safety improvements for people who walk and cycle, whilst balancing this with the needs of other road users including buses, taxis, and local businesses.

Business

Issue	Response
Concern that the scheme will have a negative impact on local businesses e.g. access to local shops	Introducing walking and cycling improvements can bring a very positive economic benefit to local shops and the high street with increased retail spend of up to 30%. The scheme will help to encourage walking and cycling in the area by providing better walking and cycling facilities and improving safety. This should help to increase footfall on the high street and promote its commercial nature, as well as establishing the town centre as a pedestrian-friendly zone.

Buses

Issue	Response
Suggestion for more dedicated bus lanes/ 24/7 bus lanes/ bus gates or more use of bus lanes	These proposals have been carefully balanced to consider the needs of buses, cyclists and pedestrians.
Concerned about negative impact on bus journeys	Our modelling shows that the changes we propose would not have any discernible impact on journey times. We believe we can deliver these safety improvements and new crossings while minimising the impact on existing road users.

Traffic

Issue	Response
Other individual traffic suggestions • Close Curtain Road south to all through traffic • Allow heavy good and cars to drive north bound on Shoreditch High Street / at certain times of day • Make Curtain Road bus and taxi only and allow cars, motorbikes and heavy goods vehicles to go directly northwards • Permit all movements through the junction • Two way operation of buses	The Mayor's Transport Strategy (MTS) sets out the objective for 80% of journeys in London to be made by sustainable modes of transport: public transport, walking or cycling. · This scheme therefore prioritises people who walk, cycle or use public transport to ensure they can travel efficiently and safely around London's busy streets. A detailed assessment of route options was carried out in the early stages of the project before selecting the preferred alignment. It offers safety improvements for people who walk and cycle, whilst balancing this with the needs of other road users including buses, taxis, and local businesses.
Oppose removing left turn from/ into Great Eastern Street into/ from Curtain Road as will not make a difference/ traffic is too low/ is not a safety issue	The removal of the left turn slip from Great Eastern Street into Curtain Road allow us to accommodate a safer pedestrian crossing on the Curtain Road arm of the junction. There will be some impacts on motorists during the peak, but this impact needs to be balanced against the safety benefits for pedestrians and cyclists arising from the new facilities. This scheme will help address road danger for vulnerable road users who are currently exposed to an unacceptably high level of risk at this location.

Concern that the proposals/ banned left turns will increase traffic/ congestion/ journey times/ pollution	Our modelling shows that the changes we propose would not have any discernible impact on journey times. We believe we can deliver these safety improvements and new crossings while minimising the impact on existing road users.
Other individual traffic concerns • Smaller roads must be accessible to cars to allow cars to get where they want	Removal of access to side roads is not being considered as part of this project
Suggestion to reduce vehicle dominance at junction/restrict number of traffic lanes	Making cycling a safe, attractive, genuinely viable alternative to completing local journeys by car would help decrease the reliance on driving, reduce congestion, make the area more walkable, and improve air quality. We believe the proposed changes will encourage more people to walk and cycle once they are in place and will include appropriate wayfinding and signage to help people to use the new facilities correctly including navigating the cycle route and shared use areas.
Suggestion to remove two lanes of traffic from Great Eastern Street	Whilst recognising there is demand for road space, the scheme balances the needs of cyclists with those of pedestrians, bus passengers and other road users
Suggestion to make all roads two-way in the area e.g. Curtain Road	Whilst recognising there is demand for road space, the scheme balances the needs of cyclists with those of pedestrians, bus passengers and other road users.
Oppose removing left turn from Curtain Road into Great Eastern Street as will have a negative impact on local residents' mobility/ make things worse	Pedestrian activity in the area is very high and reallocation of carriageway space into footway to include cyclists as a shared space eliminates risk at a very busy junction. We will continue to monitor the scheme once in place to access any issues relating to businesses and residents

Out of scope

Issue	Response
Suggestion about vehicle type e.g. tram-style/double decker electric/new routemasters/ zero-emission buses/vehicle accessibility	Vehicle type is out of scope for this consultation, as we do not consult on vehicle type

Other

Issue	Response
Questions about the proposals • Where are the rain gardens, trees and greening? • Concerns about making it necessary to enter the Congestion Charge zone • What monitoring was done about taxis prior to the left turn being taken out • was exemption considered?	Rain gardens, trees and greening will feature as a huge part in the second phase of this scheme, where we will carry out investigations to establish where these elements maybe possible. The banned left turn from Great Eastern Street into Curtain Road North does not require you to enter the Congestion Charge Zone, Access can still me made from Curtain Road South which is not part of the Congestion Charge. A full traffic survey was undertaken before any proposals where made, taxi's where monitored as part of this survey

Consultation

Issue	Response
Concern about lack of data/ evidence to back up proposals e.g. junction assessment/ levels of compliance with speed limits	The Mayor's Transport Strategy (MTS) sets out the objective for 80% of journeys in London to be made by sustainable modes of transport: public transport, walking or cycling. This scheme therefore prioritises people who walk, cycle or use public transport to ensure they can travel efficiently and safely around London's busy streets. It offers safety improvements for people who walk and cycle, whilst balancing this with the needs of other road users including buses, taxis, and local businesses. As the 'why' section of the website states collision data shows that vulnerable road users are exposed to a high level of road danger here: • 10 people cycling were hurt, including four people who were seriously injured • Three pedestrians were hurt: two people were seriously injured and, tragically, one person was killed • One person riding a motorcycle was slightly injured • One person driving a taxi was also slightly injured These proposals would help to address that danger.

Concerned about the lack of information/ explanation of the proposals e.g. purpose or demand for changes/ EqIA/ impact assessments/ healthy street audit/TfL or DfT standards for cycling	We believe the website contained the information that people needed to give informed responses on the proposals. The website included information on: • The proposals • Why we were making the proposals • An overview video explaining the proposals • An overview map of the proposals • Detailed maps of the proposals • Information on how the proposals were likely to impact you if you were a pedestrian, cyclist or driver • CGI of how the junction may look • Healthy Street Assessments • The Equalities Impact Assessment • Easy read versions of the proposals • Audio version of the proposals and supporting information

Question 2

"It would be very helpful to us if you could use the space below to explain your answer to the question above. For example, if you believe the proposals would have no effect on road safety, or that they would worsen road safety, please explain why".

General Opposition

Issue	Response
Oppose proposals in general/ leave it as it is/ changes not needed	Our proposals contribute to our Vision Zero approach, which aims to eradicate deaths and serious injuries from our roads - as well as to the Mayor's Transport Strategy, which seeks to make London a safer, healthier and greener place by 2041. This scheme will help address road danger for vulnerable road users who are currently exposed to an unacceptably high level of risk at this location. 49 pedestrians and eight people cycling tragically lost their lives in London in 2023. That is simply unacceptable. At the junction of Great Eastern Street, Shoreditch High Street and Commercial

	Street there have been 26 collisions which resulted in 30 people being hurt in the same period. Of these: • 13 people cycling were hurt, including two people who were seriously injured • Seven pedestrians being hurt, including one person who was seriously injured • Two people riding motorcycles were slightly injured • Six people who were driving or being driven in a motor vehicle were slightly injured • One bus passenger was slightly injured • One driver of a private hire vehicle was also slightly injured Our data shows that the area is a high priority for road danger reduction, and Shoreditch is part of the Mayor's Safer Junctions programme that aims to reduce risks for vulnerable road users. Our research highlights that safety is the biggest barrier to people cycling. Our Strategic Cycling Analysis published in 2017 identifies potential locations across London where cycling demand, current and future, would justify investment. This corridor is one of the top routes in London with the greatest potential future demand for cycling. The scheme will increase potential future demand for cycling, but only if we provide new facilities to help and encourage people to cycle.

Cycling

Issue	Response
Suggestion for dedicated/ advance traffic lights for cyclists	Advanced Stop Lines, Dedicated Cycle lanes and Early Release Signals are all being considered as part of the proposals for cyclists on Shoreditch High Street
Suggestion for dedicated/ segregated/ extended/ protected cycle lanes in general	Cycling is an increasingly popular way of travelling in London. Latest data indicates a 20% increase in cycling in 2023, compared to the pre-pandemic baseline in 2019. Dedicated Cycle lanes are being considered as part of the proposals for cyclists on Shoreditch High Street

	Anticipating a continued rise in cycle demand, the measures proposed will increase cyclist safety without having a significant impact on other road users. Our Strategic Cycling Analysis has identified this route as having high potential current and future demand for cycling, but only if we provide new facilities to help and encourage people to cycle as safely as possible. Our data shows that where we have provided safe facilities cycling across the Capital cycling levels have increased. We expect the scheme to encourage many more people to choose to cycle here. This scheme offers safety improvements for people who walk and cycle, whilst balancing this with the needs of other road users including buses, taxis, and local businesses.
Other individual cycling suggestions • removing the left turn into Commercial Street rather than manage with cycle gates and advanced cycle lights and retaining it creates more risks than currently exist	Re-allocation of road space by removing the left turn slip from Shoreditch High Street into Commercial Street is being considered as part of the proposals on Shoreditch High Street
Concern that the advance stop lines will have little or no effect on safety for cyclists due to traffic misusing them or cyclists not being able to safely reach them	We always look to include cycle lead in lanes and advanced stop lines for cyclists, in signalised junctions where they are absent, as part of bringing the junction into compliance with our design standards.
Suggestion for a further link up to other cycle networks in the area e.g. C1, C13	We are continuing to work with LB Hackney to deliver a network of cycle infrastructure across Hackney.
Suggestion to do more for cycling on North - South corridor along Shoreditch High Street to reduce private vehicle traffic and enable	Once we have considered the ideas raised in this engagement and have developed our plans we will hold a formal consultation on a set of proposals for the Shoreditch High Street area.

safe cycling and speed up bus journeys	

Safety

Issue	Response
Concern about/request for better enforcement of anti-social/dangerous cycling/ e-bikes behaviour (e.g. ignoring lights, riding on pavements)	Any proposals we bring forward would provide safer facilities for all road users which we hope they will use responsibly. We would monitor the changes after delivery and make any necessary changes. As with all modes of travel, unfortunately sometimes people do not behave respectfully or follow the rules. Nevertheless cyclists are expected to follow the same rules outlined in the Highway Code, as specified in the Road Traffic Act 1991. We promote the Highway Code to all road users, highlighting the importance of responsible cycling and mutual respect between cyclists and other road users. This involves addressing offences like jumping red lights, cycling on pavements and cycling without being visible at night. The use of privately-owned e-scooters and e-bikes on public roads is illegal in the UK, as is riding any e-scooter/e-bike, rental or private, on pavements. Users in breach of those conditions risk fines and prosecutions. The Metropolitan Police Service (MPS) is undertaking enforcement activity to tackle this and continues to develop tactics and plans to address the rise in the use of private e-scooters and e-bikes. The Met Police's Cycle Safety play an active role in cycle safety, providing on-street advice and enforcement where necessary. Enforcement activities in collaboration with the Police focus primarily on those who pose a danger. Damaging offences by drivers are the main cause of traffic collisions on London's roads, and encompass

	a broad range of violations, including speeding, careless driving, driving under the influence of drugs or alcohol, using a mobile phone and ignoring traffic signals. Statistics on road traffic collisions in Greater London reveal that the number of injuries and fatalities involving pedestrians in cyclist-related incidents is significantly lower than those involving motor vehicles.
Suggestion to design all key junctions and links to ensure Curtain Road, Great Eastern Street and Shoreditch High Street are safe for active travel and public transport	We will design proposals that contribute to our Vision Zero approach, which aims to eradicate deaths and serious injuries from our roads - as well as to the Mayor's Transport Strategy, which seeks to make London a safer, healthier and greener place by 2041. We will continue to give careful thought to make sure safety is a priority throughout the proposals, including further surveys and safety assessments at the next stage of design. We would continue to monitor the scheme closely after it is installed and address any safety concerns that may arise. All our schemes undergo a Road Safety Audit.
Concern that the shared space will lead to conflict between cyclists and pedestrians	There are currently no plans to include any shared space proposed as part of this scheme
Concern that the proposals are not sufficient to improve safety for cyclists and or pedestrians or motorists or in general	We are currently developing proposals that would make Shoreditch High Street and the junction with Great Eastern Street safer for all road users. We will continue to give careful thought to make sure safety is a priority throughout the proposals, including further surveys and safety assessments. Once we have considered the ideas raised in this engagement and have developed our plans we will hold a formal consultation on a set of proposals for the Shoreditch High Street area.
Concerned about or suggest to do more to address high vehicle speeds	The extents of the scheme are 20mph speed limit, it currently has signs, lines and raised tables on side roads to support this and we are proposing to maintain this measures, as well as investigating Sustainable Urban Drainage and trees in the next phase of the design work.

Suggestion for a CYCLOPS junction for the safety of all modes of traffic	We will continue to give careful thought to make sure safety is a priority throughout the proposals, including further surveys and safety assessments at the next stage of design. Once we have considered the ideas raised in this engagement and have developed our plans we will hold a formal consultation on a set of proposals for the Shoreditch High Street area.
Concern about/request for better enforcement of anti-social/dangerous pedestrian behaviour (e.g. ignoring traffic rules)	These proposals would provide safer facilities for all road users which we hope they will use responsibly. We would monitor the changes after delivery and make any necessary changes. As with all modes of travel, unfortunately sometimes people do not behave respectfully or follow the rules. Nevertheless pedestrians are expected to follow the same rules outlined in the Highway Code, as specified in the Road Traffic Act 1991.

Pedestrians

Issue	Response
Suggest additional or amendments to the pedestrian infrastructure • Replace temporary Covid era kerb buildouts south of Great Eastern Street with pavement/ bus lane • Suggest encouraging pedestrians use side streets	We will continue to give careful thought to make sure safety is a priority throughout the proposals, including further surveys and safety assessments at the next stage of design. Once we have considered the ideas raised in this engagement and have developed our plans we will hold a formal consultation on a set of proposals for the Shoreditch High Street area.
Concern that crossings need to meet pedestrian desire lines or they won't be utilised	We will continue to give careful thought to make sure safety is a priority throughout the proposals, including further surveys and safety assessments at the next stage of design. Once we have considered the ideas raised in this engagement and have developed our plans we will hold a formal consultation on a set of proposals for the Shoreditch High Street area.

Suggestion for larger pavements/ more space for pedestrians owing to the night life/ tourism/ work	We will continue to give careful thought to make sure safety is a priority throughout the proposals, including further surveys and safety assessments at the next stage of design. Once we have considered the ideas raised in this engagement and have developed our plans we will hold a formal consultation on a set of proposals for the Shoreditch High Street area.
Suggestion to review signal timings to aid pedestrian flow with motorised traffic	We will continue to give careful thought to make sure safety is a priority throughout the proposals, including further surveys and safety assessments at the next stage of design. Once we have considered the ideas raised in this engagement and have developed our plans we will hold a formal consultation on a set of proposals for the Shoreditch High Street area.
Suggestion for new/ additional pedestrian crossings	We will continue to give careful thought to make sure safety is a priority throughout the proposals, including further surveys and safety assessments at the next stage of design. Once we have considered the ideas raised in this engagement and have developed our plans we will hold a formal consultation on a set of proposals for the Shoreditch High Street area.
Suggestion for amendments or improvements to pedestrian crossings • Add diagonal crossing at junction • Make junction smaller, with shorter crossing times and wait times for pedestrians • Minor roads should have blended crossings • Bigger islands • Improve crossing on Great Eastern Street from Shoreditch High Street / Commercial	We will continue to give careful thought to make sure safety is a priority throughout the proposals, including further surveys and safety assessments at the next stage of design. Once we have considered the ideas raised in this engagement and have developed our plans we will hold a formal consultation on a set of proposals for the Shoreditch High Street area.

Road as pedestrian lights independent of traffic lights and its dangerous for pedestrians • Improve pedestrian crossing where Bethnal Green Road meets Shoreditch High Street • Add crossings that allow pedestrians to reach their destination in one go	

Enforcement

Issue	Response
Concern about/request for better enforcement of traffic rules/segregation at the junction or install red light cameras	These proposals would provide safer facilities for all road users which we hope they will use responsibly. We would monitor the changes after delivery and make any necessary changes. As with all modes of travel, unfortunately sometimes people do not behave respectfully or follow the rules. Nevertheless, all road users are expected to follow the same rules outlined in the Highway Code, as specified in the Road Traffic Act 1991. We promote the Highway Code to all road users, highlighting the importance of responsible cycling and mutual respect between cyclists and other road users. This involves addressing offences like jumping red lights, cycling on pavements and cycling without being visible at night. The Met Police's Cycle Safety play an active role in cycle safety, providing on-street advice and enforcement where necessary. Enforcement activities in collaboration with the Police focus primarily on those who pose a danger. Damaging offences by drivers are the main cause of traffic collisions on London's roads, and encompass a broad range of violations, including speeding, careless driving, driving under the influence of drugs or alcohol, using a mobile phone and ignoring traffic signals.

Concern that other road users enter Advance stop lines	We do not expect the scheme to result in conflict between pedestrians and cyclists. Traffic signals are used to prevent conflicts between cyclists, pedestrians and vehicles when crossing junctions.

Traffic/ Congestion/ Journey Times

Issue	Response
Concern that displaced traffic will cause safety issues on surrounding streets	We will continue to give careful thought to make sure safety is a priority throughout the proposals, including further surveys and detailed traffic modelling which will be shared, once we have considered the ideas raised in this engagement and have developed our plans we will hold a formal consultation on a set of proposals for the Shoreditch High Street area.
Concern that the proposals (e.g. the banned left turns) will displace traffic and cause congestion or rat-running in the surrounding streets	We will carry out further surveys and detailed traffic modelling which will be shared, once we have considered the ideas raised in this engagement and have developed our plans we will hold a formal consultation on a set of proposals for the Shoreditch High Street area.

Accessibility

Issue	Response
Suggestion to allow taxi access	Once we have considered the ideas raised in this engagement and have developed our plans we will hold a formal consultation on a set of proposals for the Shoreditch High Street area.
Concern that the scheme will reduce accessibility (e.g. for tradespeople/deliveries/ taxis)	Once we have considered the ideas raised in this engagement and have developed our plans we will hold a formal consultation on a set of proposals for the Shoreditch High Street area.

General Suggestions/ Concerns

Issue	Response
Concern/ suggestion for the scheme to be more ambitious to meet vision zero/ improve safety for cyclists and or pedestrians or motorists or in general	Our proposals contribute to our Vision Zero approach, which aims to eradicate deaths and serious injuries from our roads - as well as to the Mayor's Transport Strategy, which seeks to make London a safer, healthier and greener place by 2041. This scheme will help address road danger for vulnerable road users who are currently exposed to an unacceptably high level of risk at this location. Whilst recognising there is demand for road space, the scheme balances the needs of cyclists with those of pedestrians, bus passengers and other road users.
Concern that the scheme favours cyclists and or pedestrians over other road users	The Mayor's Transport Strategy (MTS) sets out the objective for 80% of journeys in London to be made by sustainable modes of transport: public transport, walking or cycling. This scheme will therefore prioritise people who walk, cycle or use public transport to ensure they can travel efficiently and safely around London's busy streets. It will also offer safety improvements for people who walk and cycle, whilst balancing this with the needs of other road users including buses, taxis, and local businesses. At the junction of Great Eastern Street, Shoreditch High Street and Commercial Street there have been 26 collisions which resulted in 30 people being hurt in the same period. Of these: • 13 people cycling were hurt, including two people who were seriously injured • Seven pedestrians being hurt, including one person who was seriously injured • Two people riding motorcycles were slightly injured • Six people who were driving or being driven in a motor vehicle were slightly injured • One bus passenger was slightly injured • One driver of a private hire vehicle was also slightly injured Consequently, improving safety will be a priority.

Traffic

Issue	Response
Other individual traffic suggestions • Close Holywell Lane to cars • Full northbound operation of Shoreditch High Street • Preventing taxis from picking up and dropping off at the junction can cause congestion • Ban / reduce private traffic from the junction at peak hours	Once we have considered the ideas raised in this engagement and have developed our plans we will hold a formal consultation on a set of proposals for the Shoreditch High Street area.
Suggestion to reduce vehicle dominance at junction/restrict number of traffic lanes	Once we have considered the ideas raised in this engagement and have developed our plans we will hold a formal consultation on a set of proposals for the Shoreditch High Street area.
Oppose removing the left turn slip road at the junction of Shoreditch High Street into Commercial Road as will have accessibility issues/ displace traffic	We are currently exploring removing the left turn slip from Shoreditch High Street int Commercial Street to re-allocate space back to pedestrians, the left turn movement from Shoreditch high Street into Commercial Street will still be possible at the newly designed junction.

Buses

Issue	Response
Suggestion for more dedicated bus lanes/ 24/7 bus lanes/ bus gates or more use of bus lanes	Once we have considered the ideas raised in this engagement and have developed our plans we will hold a formal consultation on a set of proposals for the Shoreditch High Street area.

Quality of Consultation

Issue	Response
Concern that the maps were not clear/ missing or incorrect information/ difficult to follow	For the proposals on the junction of Curtain Road and Great Eastern Street the maps on the website

	were correct and in PDF format and could be made larger or smaller without losing quality. We produced a simple overview map with accessible text and the locations of the proposed changes and two more detailed maps containing more detailed information on the proposals and locations. We did not produce maps when asking for ideas on Shoreditch High Street and the junction with Great Eastern Street as we did not have proposals to consult on but were asking people for ideas. When we bring forward proposals for Shoreditch High Street to consult on we will produce maps to help people understand the locations of the proposals.

Out of Scope

Issue	Response
Other out of scope suggestions/ concerns • Reinstate bus stand at Calvert Avenue	These proposals do not include changes to Calvert Avenue

Appendix C: Consultation poster /leaflet

Launch Letter

Transport for London

16 December 2025

Improving road safety in Shoreditch

This letter explains how you can respond to a consultation on the proposed safety improvements in Shoreditch. The consultation information is available in **easy-read** format on our website haveyoursay.tfl.gov.uk/shoreditch

Our website **haveyoursay.tfl.gov.uk/shoreditch** can also translate our consultation into many different languages.

Transport for London
Local Communities and Partnerships

5 Endeavour Square
London
E20 1JN

0343 222 1234*
tfl.gov.uk/contact

We are now consulting on proposals to improve road safety at the Great Eastern Street junction with Curtain Road.

We would also like your thoughts on some designs we are developing for the Shoreditch High Street and Great Eastern Street junction.

This letter explains how you can find out more about these changes and respond to the consultation.

How do I respond to the consultation?

You can read more about the changes and respond to the consultation on our website at: **haveyoursay.tfl.gov.uk/shoreditch**

You need to register your email address before you can submit a response through our website. We will keep your information secure and, if you agree, we will send you updates about the scheme. If you cannot submit a response online, or would prefer not to, you can do so:

- By emailing **haveyoursay@tfl.gov.uk**
- By writing by Freepost to **'TfL Have your Say'**

The consultation will be open for six weeks so you can respond at any time up to **Monday, 10 February 2025**.

If you do not have an internet connection and would like to receive information about our consultation through the post, please call us on **020 3054 0898** and quote 'Shoreditch' when recording your message.

In person drop in events

We will be holding two drop-in events at the Trampery, 239 Old Street, EC1V 9EY:

- Thursday 23 January 2025 (16:00 – 19:00)
- Thursday 6 February 2025 (16:00 – 19:00)

This will give you an opportunity to get further information about the proposals and provide your thoughts and feedback, to allow us to consider your views.

Questions about the consultation

If you have any questions about the consultation, please contact us at haveyoursay@tfl.gov.uk, or by calling us on **020 3054 0898** and quoting 'Shoreditch' when recording your message.

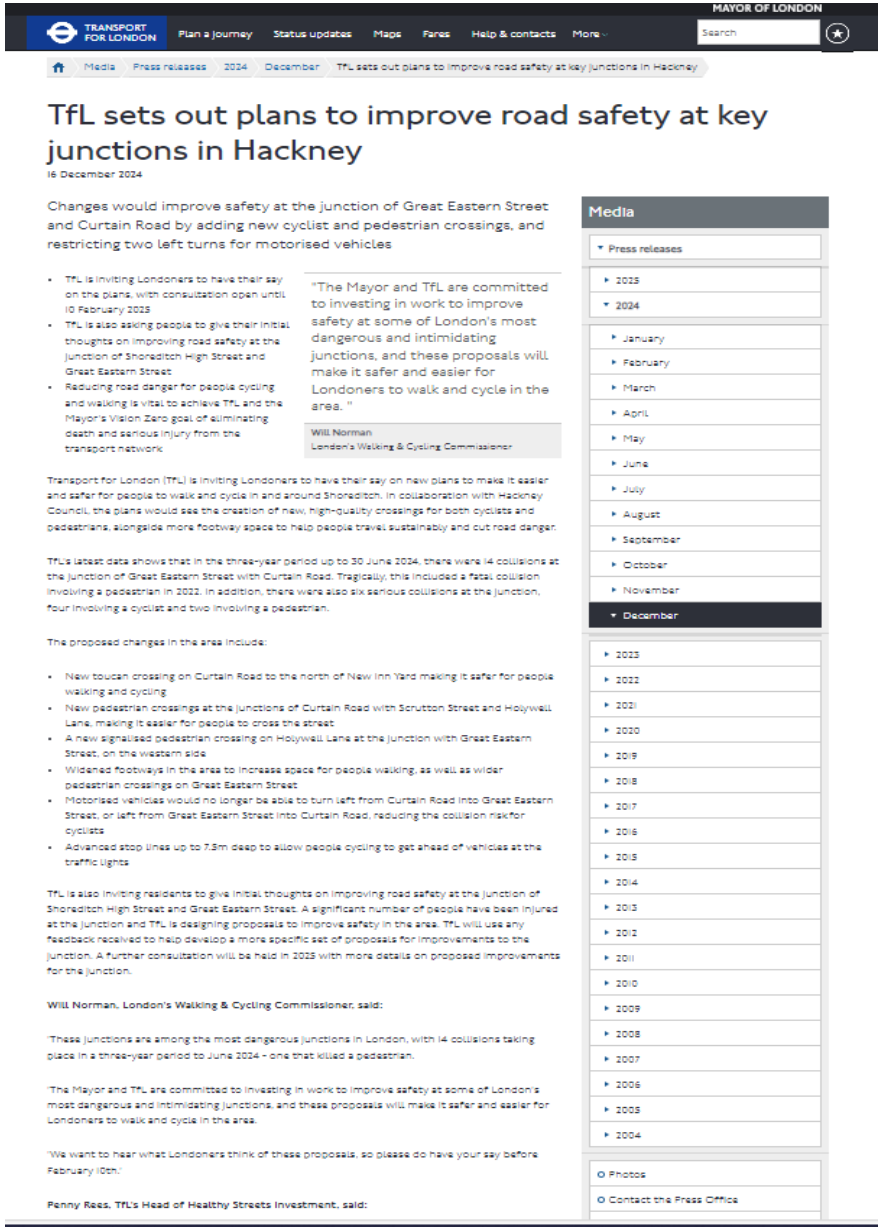
Yours sincerely

Simon Carroll
Consultation Specialist

Letter distribution area



Press Release



MAYOR OF LONDON

TRANSPORT FOR LONDON | Plan a journey | Status updates | Maps | Fares | Help & contacts | More | Search

Media > Press releases > 2024 > December > TfL sets out plans to improve road safety at key junctions in Hackney

TfL sets out plans to improve road safety at key junctions in Hackney

16 December 2024

Changes would improve safety at the junction of Great Eastern Street and Curtain Road by adding new cyclist and pedestrian crossings, and restricting two left turns for motorised vehicles

- TfL is inviting Londoners to have their say on the plans, with consultation open until 10 February 2025
- TfL is also asking people to give their initial thoughts on improving road safety at the junction of Shoreditch High Street and Great Eastern Street
- Reducing road danger for people cycling and walking is vital to achieve TfL and the Mayor's Vision Zero goal of eliminating death and serious injury from the transport network

"The Mayor and TfL are committed to investing in work to improve safety at some of London's most dangerous and intimidating junctions, and these proposals will make it safer and easier for Londoners to walk and cycle in the area. "

Will Norman
London's Walking & Cycling Commissioner

Transport for London (TfL) is inviting Londoners to have their say on new plans to make it easier and safer for people to walk and cycle in and around Shoreditch. In collaboration with Hackney Council, the plans would see the creation of new, high-quality crossings for both cyclists and pedestrians, alongside more footway space to help people travel sustainably and cut road danger.

TfL's latest data shows that in the three-year period up to 30 June 2024, there were 14 collisions at the junction of Great Eastern Street with Curtain Road. Tragically, this included a fatal collision involving a pedestrian in 2022. In addition, there were also six serious collisions at the junction, four involving a cyclist and two involving a pedestrian.

The proposed changes in the area include:

- New toucan crossing on Curtain Road to the north of New Inn Yard making it safer for people walking and cycling
- New pedestrian crossings at the junctions of Curtain Road with Scrutton Street and Holywell Lane, making it easier for people to cross the street
- A new signalised pedestrian crossing on Holywell Lane at the junction with Great Eastern Street, on the western side
- Widened footways in the area to increase space for people walking, as well as wider pedestrian crossings on Great Eastern Street
- Motorised vehicles would no longer be able to turn left from Curtain Road into Great Eastern Street, or left from Great Eastern Street into Curtain Road, reducing the collision risk for cyclists
- Advanced stop lines up to 7.5m deep to allow people cycling to get ahead of vehicles at the traffic lights

TfL is also inviting residents to give initial thoughts on improving road safety at the junction of Shoreditch High Street and Great Eastern Street. A significant number of people have been injured at the junction and TfL is designing proposals to improve safety in the area. TfL will use any feedback received to help develop a more specific set of proposals for improvements to the junction. A further consultation will be held in 2025 with more details on proposed improvements for the junction.

Will Norman, London's Walking & Cycling Commissioner, said:

'These junctions are among the most dangerous junctions in London, with 14 collisions taking place in a three-year period to June 2024 - one that killed a pedestrian.

'The Mayor and TfL are committed to investing in work to improve safety at some of London's most dangerous and intimidating junctions, and these proposals will make it safer and easier for Londoners to walk and cycle in the area.

'We want to hear what Londoners think of these proposals, so please do have your say before February 10th.'

Penny Rees, TfL's Head of Healthy Streets Investment, said:

Media

- Press releases
  - 2025
  - 2024
    - January
    - February
    - March
    - April
    - May
    - June
    - July
    - August
    - September
    - October
    - November
    - December
  - 2023
  - 2022
  - 2021
  - 2020
  - 2019
  - 2018
  - 2017
  - 2016
  - 2015
  - 2014
  - 2013
  - 2012
  - 2011
  - 2010
  - 2009
  - 2008
  - 2007
  - 2006
  - 2005
  - 2004
- Photos
- Contact the Press Office

Penny Rees, TfL's Head of Healthy Streets Investment, said:

'These proposed improvements in the busy, vibrant Shoreditch area would enable more people to safely walk and cycle in Hackney. It is for this reason we strongly encourage Londoners to give their valuable feedback to shape the future of Shoreditch before the consultation closes on Monday 10 February.'

Councillor Sarah Young, Cabinet member for Climate Change, Environment and Transport at Hackney Council, said:

'More people cycle in Hackney than any other part of London, so we're pleased to be supporting TfL to make Shoreditch an easier place to cycle, as well as wheel and walk. As one of the busiest parts of the borough throughout the day and evening, these proposals are a big boost to our own ambitions to make Hackney's streets greener and healthier.'

More details about the proposals are on TfL's webpage, with interactive maps and options to give your thoughts on the project: https://haveyoursay.tfl.gov.uk/shoreditch

There is also Easy Read and Audio versions of the proposals and survey as well as a British Sign Language video version and translated versions of the website.

The consultation period is open until Monday, 10 February 2025.

TfL's updated Cycling Action Plan 2, published last year, highlights the fundamental role cycling plays in making a greener, more progressive, modern city. The plan outlines why it is essential to broaden the appeal of cycling to a more diverse range of Londoners to ensure cycling levels continue to increase at pace and that all Londoners benefit from the health and economic benefits of cycling. TfL's research shows that people from under-represented groups are open to taking up cycling, but experience different barriers, and the plan outlines ambitious evidence-led measures to support these groups by addressing these barriers.

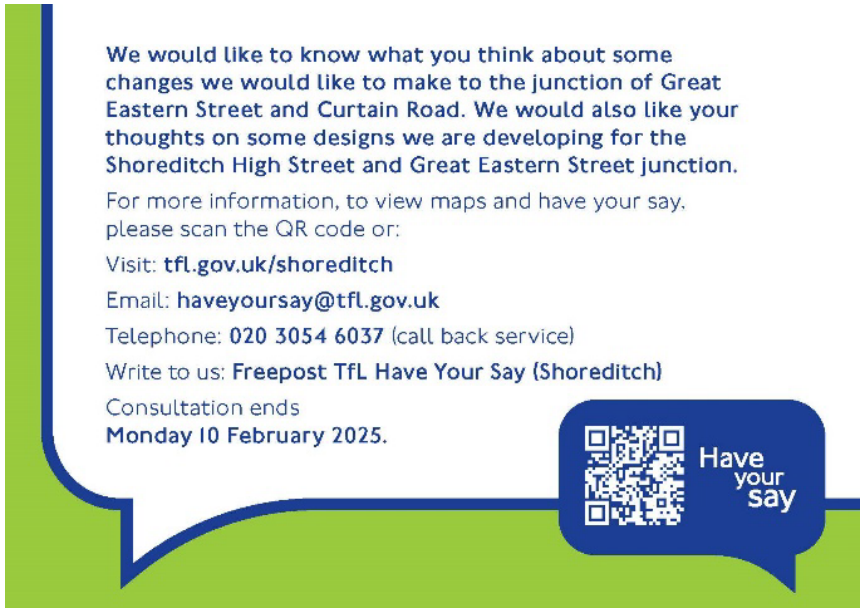
- Contact the Press Office
- Filming & photography

Poster



Postcard





Toblerone (Bus Stop)



Toblerone (Lampost)



Stakeholder email launch and reminder emails

Good Morning

We are developing proposals to improve road safety and help address the causes of collisions at the Great Eastern Street junction with Curtain Road.

We want to make this junction safer, easier to cross and more comfortable for pedestrians and cyclists to travel through.

These proposals include a new layout of the junction with increased pavement space, widened crossings and a new toucan crossing. Motorised traffic would no longer be able to turn left from Great Eastern Street into Curtain Road and from Curtain Road into Great Eastern Street. These changes would reduce the left turn hook risks for cyclists and improve safety for pedestrians.

We would also like to add new pedestrian crossings on Holywell Lane at the junction with Great Eastern Street and on Curtain Road at the junctions with Scrutton Street and Holywell Lane.

We are also designing safety improvements to help address collisions at the junction of Shoreditch High Street and Great Eastern Street. While we work to develop these designs further, we would like to understand more about the issues you have experienced at this junction and your ideas for improvements.

You can find out about the proposals and have your say at tfl.gov.uk/shoreditch

The closing date for the consultation is Monday, 10 February 2025.

We look forward to hearing from you.

Kind Regards

Good Morning

We are currently consulting on proposals to improve road safety and help address the causes of collisions at the Great Eastern Street junction with Curtain Road.

We want to make this junction safer, easier to cross and more comfortable for pedestrians and cyclists to travel through.

These proposals include a new layout of the junction with increased pavement space, widened crossings and a new toucan crossing. Motorised traffic would no longer be able to turn left from Great Eastern Street into Curtain Road and from Curtain Road into Great Eastern Street. These changes would reduce the left turn hook risks for cyclists and improve safety for pedestrians.

We would also like to add new pedestrian crossings on Holywell Lane at the junction with Great Eastern Street and on Curtain Road at the junctions with Scrutton Street and Holywell Lane.

We are also designing safety improvements to help address collisions at the junction of Shoreditch High Street and Great Eastern Street. While we work to develop these designs further, we would like to understand more about the issues you have experienced at this junction and your ideas for improvements.

You can find out about the proposals and have your say at https://haveyoursay.tfl.gov.uk/shoreditch

This consultation is closing in one week on Monday 10 February 2025 and we'd be delighted to hear your views.

Thank you if you have already responded to this consultation.

Kind Regards

Consultation Team
Local Communities & Partnerships
Transport for London

Customer emails



Transport for London

We are developing proposals to improve road safety and help address the causes of collisions at the Great Eastern Street junction with Curtain Road.

We want to make this junction safer, easier to cross and more comfortable for pedestrians and cyclists to travel through.

These proposals include a new layout of the junction with increased pavement space, widened crossings and a new toucan crossing. Motorised traffic would no longer be able to turn left from Great Eastern Street into Curtain Road and from Curtain Road into Great Eastern Street. These changes would reduce the left turn hook risks for cyclists and improve safety for pedestrians.

We would also like to add new pedestrian crossings on Holywell Lane at the junction with Great Eastern Street and on Curtain Road at the junctions with Scrutton Street and Holywell Lane.

We are also designing safety improvements to help address collisions at the junction of Shoreditch High Street and Great Eastern Street. While we work to develop these designs further, we would like to understand more about the issues you have experienced at this junction and your ideas for improvements.

Find out more about the proposals and have your say

The closing date for the consultation is Monday 10 February 2025.

Yours sincerely,

Communities & Partnerships team
Transport for London

Santander Email

Subject Line [Test]:Road change proposal near your regular docking station

Preview Text Proposals to improve road safety near Great Eastern Street Can't see this email? View online

Proposals to improve road safety near Great Eastern Street

Can't see this email? View online

Home | Plan a journey | Status updates



Santander CYCLES

Dear Jon,

As a Santander Cycles member who has recently used a docking station near Great Eastern Street, we wanted to make you aware of the proposals to improve road safety in Shoreditch.

The proposals include changes at the junction of Great Eastern Street and Curtain Road, designed to make it safer and easier to cross for pedestrians and cyclists. We are also looking for ideas about how we can improve safety at the junction of Shoreditch High Street and Great Eastern Street.

To find out more about the proposals or to have your say, visit our website or email haveyoursay@tfl.gov.uk.

The closing date for the consultation is Monday 10 February.

Yours sincerely,

The Santander Cycles Team

MAYOR OF LONDON

Appendix D: Summary of Stakeholder replies

This section provides summaries of the feedback we received from stakeholders. We sometimes have to condense detailed responses into brief summaries. The full stakeholder responses are always used for analysis purposes.

- Action Vision Zero (and London Living Streets)

Supportive on the reduction on motor vehicle capacity along Curtain Road, the removal of turns for motor vehicles, some use of capacity reduction to reduce motor vehicle speeds (eg Curtain Road), the creation of a significant number of new and improved crossings for pedestrians and the reduction of side road entry and exit widths at a number of side roads.

Consideration should be given to collision data, traffic speeds and buses. Achieving Lower Speeds Toolkit both in this scheme and as a matter of course throughout road redesigns on the TLRN.

Shoreditch High Street is at present an extremely unattractive environment for pedestrians and an unsafe one for people cycling yet most people visiting the area come on foot, bicycle or by public transport. Capacity should be removed for general traffic and space and safe conditions created for people walking, wheeling and cycling. LLS suggest this should be recognised in space allocation of the scheme and there should be compliance with the 20mph speed limit. Crossings for pedestrian should be plentiful and pavements should be wider. Protected cycle lanes are needed throughout the High Street area. There are opportunities to reduce junction conflicts by filtering locations. Consideration should be given to filtering on Holywell Road and Bateman's Row and Rivington Street.

- Brewery Logistics Group

Concern deliveries to the Blue Last pub would be impacted by widened pavement area and proposed crossing on Great Eastern Street. Suggest moving the proposed crossing further from the Old Blue Last would resolve the issue.

- Hackney Council Streetscene

Welcomes proposals as they will improve the public realm and improve safety for pedestrians and cyclists in an area dominated by large volumes of traffic.
However would like assurances the suggested banned turns will not adversely impact the road network and would like to see trees, shrubs and benches introduced.
On Curtain Road (between Gatesborough St and Christina Street) they would welcome the footway extensions but these seem to lack any tactile paving.

On Shoreditch High Street support measures to improve the walking and cycling environment there whilst maintaining safe access to bus stops and preserving bus stand space. Suggest widening the footway on the west side and introducing a segregated cycle lane as a continuation of the contraflow bus lane. South of the Great Eastern Street junction they would welcome the removal of the temporary Covid era kerb build outs (as well as those further south along Bishopsgate. They

would also ask that attempt be made to marry these proposals with C1 at the bottom of Pitfield Street.

- Hackney Cycling Campaign

Specific issues raised around road space reallocation, shared space, ambiguity around the proposed toucan crossing, the lack of cycling provision on Great Eastern Street, how proposals integrate into the wider area, Holywell Lane West remains unsuitable for all-ages cycling and suggest a continuous footway across the entrances to Christina Street and Luke Street.

State that the Great Eastern Street and Shoreditch High Street junction requires a comprehensive re-design to ensure that it is suitable for cycling. Any design should have a high JAT score which demonstrates that cyclists can use it safely, and segregated cycle tracks on Shoreditch High Street so that at a minimum it links up from the City to Cycleway C13 at Rivington Street / Calvert Avenue. They would welcome the opportunity to input into the new designs at an early stage.

- Licenced Taxi Drivers Association (LTDA)

The LTDA state that the planned changes at the junction of Great Eastern Street and Curtain Road will create significant difficulties for taxis and taxi users needing to access multiple premises on Curtain Road, with access now only possible by significant detours and take a much longer route. The longer routes will have a knock-on impact on the length and cost of journey which could put taxi users at a considerable disadvantage, and they believe there could be an exemption for the banning of the left turn for taxis and buses which would not pose a significant risk.

- London Cycling Campaign

The London Cycling Campaign opposes the proposed changes to the Great Eastern Street / Curtain Road junction as currently designed by TfL. While they support the improvements for pedestrians at the junction and particularly banning the left turn into Curtain Road from Great Eastern Street eastbound and the extra space for pedestrians LLC believes the scheme falls far short of delivering on the Mayor's Transport Strategy (specifically mode share and Vision Zero) and Net Zero ambitions.

The Shoreditch High Street junctions need serious strategic consideration, and LCC is concerned on safety and amenity grounds that proposals will not fulfil the Mayor's Transport Strategy. LCC believe the junctions with Great Eastern Street and Bethnal Green Road require is dramatic and strategic change if TfL is to deliver on active travel targets.

- London Living Streets

Support the proposed measures, but consider more could be done to support walking in the area. Would like to see much more consideration given to encouraging the development of attractive, low pollution, back street walking routes, especially where they meet major roads.

More could be done to develop such walking routes from important stations in the area. Pedestrians walking west and south-west from Shoreditch High Street station would benefit from an improved crossing (probably a zebra crossing) from Quaker Street to Elder Street across Commercial Street. Consideration should also be given to a courtesy crossing on Great Eastern Street from Phipp St/Leonard St to Charlotte Road which would then lead up to Hoxton Square.

- Traffic Management, Metropolitan Police Service

The MPS have no objection to the proposed scheme although they query the use of the proposed toucan crossing.

- United Cabbies Group (UCG)

UCG point out that licensed taxis/Black Cabs are not cars and have unique exemptions on certain traffic regulations and licencing requirements such as being wheelchair accessible: Licensed taxis/Black Cabs expand travel horizons for those requiring safe, accessible travel options. They are supportive of the changes to crossings for better visibility for pedestrians. However, they state taxi drivers who need to safely respond to street hails to pick up and drop off passengers, especially those visually impaired or with mobility issues when we need to access the kerbside to use the wheelchair ramps to safely load or unload passengers.

They are particularly concerned about access to Curtain Road from Great Eastern Street travelling from the west when the proposed banned left turn goes in as the plans do not show the road will revert from one way northbound to two-way. They state Rivington Street is only usable from Old Street when coming from the west for destinations on Curtain Road. They ask if consideration was given to a taxi exemption was considered for the left hand turn into a one-way street and if passenger surveys were undertaken.

They also state the left turn into Commercial Street needs to remain.

- United Trade Action Group

United Trade Action Group state that removing the left turn into Commercial Street more risks are created than resolved.

Appendix E: Demographics of respondents

Gender	Count (Total)	%	Count (General responses only)	%	Count (Bus vehicle type campaign responses only)	%
Gender neutral/Agender	0	0%	0	0%	0	0%
Man	91	65%	91	71%	0	0%
Non-binary	4	3%	1	1%	3	27%
Trans man	1	1%	0	0%	1	9%
Trans woman	7	5%	0	0%	7	64%
Woman	35	25%	35	27%	0	0%
I use a different term	2	1%	2	2%	0	0%
Total	140	100%	129	100%	11	100%

Ethnic group	Count (Total)	%	Count (General responses only)	%	Count (Bus vehicle type campaign responses only)	%
Asian or Asian British – Bangladeshi	1	1%	1	1%	0	0%
Asian or Asian British – Chinese	9	7%	9	7%	0	0%
Asian or Asian British – Indian	0	0%	0	0%	0	0%
Asian or Asian British – Other	1	1%	1	1%	0	0%
Asian or Asian British – Pakistani	0	0%	0	0%	0	0%
Black or Black British – African	4	3%	4	3%	0	0%
Black or Black British – Caribbean	0	0%	0	0%	0	0%
Black or Black British – Other	0	0%	0	0%	0	0%
Mixed/Dual Heritage – Mixed Other	4	3%	3	2%	1	9%
Mixed/Dual Heritage – White and Asian	6	4%	5	4%	1	9%
Mixed/Dual Heritage – White and Black African	1	1%	1	1%	0	0%

Mixed/Dual Heritage – White and Black Caribbean	1	1%	1	1%	0	0%
Other Ethnic Group	9	7%	4	3%	5	45%
Other Ethnic Group – Arab	1	1%	0	0%	1	9%
Other Ethnic Group – Kurdish	0	0%	0	0%	0	0%
Other Ethnic Group – Latin American	0	0%	0	0%	0	0%
Other Ethnic Group – Turkish	1	1%	1	1%	0	0%
White – British	69	50%	68	54%	1	9%
White – Irish	7	5%	7	6%	0	0%
White – Other	23	17%	21	17%	2	18%
Gypsy, Roma or Irish Traveller	0	0%	0	0%	0	0%
Total	137	100%	126	100%	11	100%

Age range*	Count (Total)	%	Count (General responses only)	%	Count (Bus vehicle type campaign responses only)	%
under 16	1	1%	1	1%	0	0%
16-20	14	10%	3	2%	11	100%
21-25	7	5%	7	5%	0	0%
26-30	19	13%	19	15%	0	0%
31-35	22	15%	22	17%	0	0%
36-40	6	4%	6	5%	0	0%
41-45	18	13%	18	14%	0	0%
46-50	14	10%	14	11%	0	0%
51-55	6	4%	6	5%	0	0%
56-60	8	6%	8	6%	0	0%
61-65	10	7%	10	8%	0	0%
66-70	11	8%	11	8%	0	0%
71+	6	4%	6	5%	0	0%
Total	142	100%	131	100%	11	100%[4]

[4] *Please note the age data is approximate

Do you consider yourself to be disabled as defined by the Equality Act 2010?	Count (Total)	%	Count (General responses only)	%	Count (Bus vehicle type campaign responses only)	%
Yes	27	19%	16	12%	11	100%
No	116	81%	116	88%	0	0%
Total	143	100%	132	100%	11	100%

Appendix F: List of stakeholders consulted with

Local authorities & government departments

Department for Transport
Greater London Authority - Officers
Greater London Authority - Transport Committee
London Borough of Hackney
London Councils

Local Councillors, Members of Parliament and London Assembly Members

Cllr Andrew Paul Mayer
Cllr Anya Sizer
Cllr Asma Islam
Cllr Ben Lucas
Cllr Benjamin Daniel Murphy
Cllr Carole Williams
Cllr Clayeon McKenzie
Cllr Faruk Tinaz
Cllr Humaira Garasia
Cllr John Narcross
Cllr Kabir Ahmed
Cllr Kabir Hussain
Cllr Kam Adams
Cllr Kawsar Zaman
Cllr Midnight Ross
Cllr Phil Graham
Cllr Sarah Young
Cllr Shravan Jashvantrai Joshi MBE
Cllr Simon Duckworth OBE DL
Cllr Suluk Ahmed
Cllr Tom Sleigh Alderman
Cllr Troy Gallagher
Cllr Valerie Bossman-Quarshie
Cllr Wendy Hyde
EmilyThornberry MP
Meg Hillier MP
Rachel Blake MP
Rushanara Ali MP
Alessandro Georgiou AM
Alex Wilson AM
Andrew Boff AM
Caroline Russell AM
Elly Baker AM
Emma Best AM
Hina Bokhari AM
Sadiq Khan
Sem Moema AM
Shaun Bailey AM
Susan Hall AM
Unmesh Desai AM
Zack Polanski AM
Zoë Garbett AM

Emergency services
City of London Police
City of London Police (TMO for City of London)
London Ambulance Service - NC London
London Ambulance Service - NW London
London Ambulance Service - Transport Lead
London Ambulance Service NHS Trust
London Fire Brigade
Metropolitan Police (TMO for Enfield/Hackney/Haringey/Tower Hamlets)
Metropolitan Police Service
National Grid
NHS Property Services
Shoreditch Fire Station
UK Power Networks

Accessibility Groups
Access in London
Access in London
AccessAble
Action on Disability and Work UK
Action on Disability and Work UK Transport Associates Network (Ann Frye)
Action on Hearing Loss
Age UK
Age UK London
Asian People's Disability Alliance
Attitude is Everything
BlindAid
British Blind Sport
Carers First
Centre for accessible environments
Choice in Hackney
DABD (UK)
DeafBlind UK
DeafBlind UK
Disability Alliance
Disability Alliance
Disability Horizons
Disability Rights UK
Disability Rights UK
Disability Rights UK
Disabled Go
Disabled Motoring
Disabled Persons Transport Advisory Committee
Dogs for Good
European Dysmelia Reference Information Centre
GLA Strategy Access Panel members
Greater London Forum for Older People
Guide Dogs
Guide Dogs for the Blind Association
Hackney Disability Group BackUp
Hackney People First Big Group meeting
Inclusion London
Inclusion London
Independent Disability Advisory Group
Joint Mobility Unit

Leonard Cheshire
London European Partnership for Transport
London Hire Ltd
London Older People's Strategy Group
National Federation of the Blind of the UK
National Federation of the Blind UK
NCT
OnCue Transport
One Place East
Ortegalink
Portaramp UK Limited
President National Federation of the Blind of the UK
PrioritEyes Ltd
Queen Elizabeth's Foundation for Disabled People
Research Institute for Disabled Consumers
RNIB
Royal London Society for Blind People
Scope
Scope
Sense
Suzy Lamplugh
Team Margot
TfL's Valuing People
The Association of Guide Dogs for the Blind
The British Dyslexia Association
The Royal Association of Deaf People (RAD)
Thomas Pocklington Trust
Trailblazers, Muscular Dystrophy UK
Transport for All
Transport for All
Wheels for Wellbeing
Whizz Kidz

Transport and road user groups

AA
Abellio
Abellio London Limited/ Abellio West London Limited
Action Vision Zero
Addison Lee
All Party Parliamentary Cycling Group
Arriva Rail
ASLEF
Association of British Drivers
Association of Fleet Professionals LTD
Association of Town Centre Management
Best Bike Training //Cycletastic
British Association of Removers
British Beer & Pub Association (BBPA)
British Cycling
British Motorcycle Federation
Campaign for Better Transport
Campaign for Better Transport
Campbell's
Canal & River Trust
Canal & River Trust London

Central London Freight Quality Partnership
Chartered Institute of Logistics and Transport (CILT)
Chauffeur and Executive Association
Citymapper
Computer Cab
Confederation of Passanger transport
Confederation of Passenger transport
CTC
CTC
CTC
Cycle Confidence
Cycle Systems
Cycling UK
cycling4all
Cyclists in the City
Cyclists Tourist Club (CTC)
DHL
DPDgroup UK
Driver & Vehicle Licensing Agency (DVLA)
Drivetech
Epsom Coaches / Quality Line
ETOA – European tourism association
Evolution Cycle Training
Federation of Wholesale Distributors (FWD)
Freight Transport Association
Freight Transport Association
GBM Drivers
GeoPost UK
Golden Tours (Transport) Ltd,
HA Boyse and Son
Hackney Safer Transport Team
HCT plus
Heathrow Community Engagement Board
IAM
Institute Of Couriers
Institute Of Couriers
ITS Automotive
Kelly Group
Kenny Stuart LTD
Licenced Taxi Drivers Association
Licensed Taxi Drivers Association
Living Streets
Logistics UK
London Association of Funeral Directors
London Cab Drivers Club
London Cycling Campaign
London Cycling Campaign (Hackney)
London General
London Living Streets
London Luton Airport
London Omnibus Traction Society
London Road Safety Council
London Suburban Taxi-drivers' Coalition
London Taxi PR
London Travelwatch

London TravelWatch
Loomis UK
Mcdonnell transport
Metroline Travel Limited/ Metroline West Limited
Motorcycle Action Group
Motorcycle Action Group
Motorcycle Industry Association (MCIA)
MTR Crossrail
National Express
National Express
National Motorcyclists Council (NMC)
Network Rail
Network Rail
PCOrentals
PCS
Philip Kemp cycle training
RAC Motoring Foundatiom
RAC Motoring Foundation
Rail Delivery Group
Railfuture Ltd
Railfuture Ltd
RMT London Taxi
RMT Union
Road Danger Reduction Forum
Road Haulage Association
Road Haulage Association LTD
Road Safety Markings Association
Roadpeace
Royal Mail
Royal Mail Parcel Force
RSSB
SITA UK
South Herts Plus Cycle Training
Stagecoach
Stay Safe
Technicolour Tyre Company
The Big Bus Company Ltd,
The Bike Project
The Driver-Guides Association
TNT
TPH for Heathrow Airport
Transport Focus
Unions Together
Unite the Union
Unite the Union
UPS
Walk London
Women in Transport

Environmental

Clean Air London
Friends of the Earth
Friends of the Earth
Institute for Sustainability

London Wetland Centre (South)
London Wildlfe Trust
The Royal Parks

Communities
Abney Public Hall
All Saints Church
Aziziye Education Centre
Bishopsgate Library
Brick Lane School
Broadway Nursery
Christ Apostolic Church
Christ Church of England Primary School
Clapton Park United Reformed Church
Evangelical Reformed Church
Faith Action
Fountkids Nursery
Frampton Park Baptist Church
Galop
Gendered Intelligence
GIRES
Granby Community Centre
Granite Shirdi Sai Baba
Greek Orthodox Archdiocese of Thyateira and Great Britain
Hackney and East London Synagogue
Hackney Chinese Community Services
Hackney CVS
Hackney CVS
Hackney Family Information Service
Hackney Pentecostal Apostolic Church
HBC Community Centre
Historic England
Hopes and Dreams Montessori Nursery
Immaculate Heart of St Mary and St Dominic
JAMI (Jewish Association for Mental Health)
London College of Fashion
London Faiths Forum
London Gypsies & Travellers
Lyceum Preparatory School
Manor Road United Reformed Church
Masjid e Quba
Masjid Madrasah Al-Tawhid Trust
Mulberry Academy Shoreditch
Mumderground
Mumsnet
NCT- Hackney
New Testament Church of God
New Unity
No Panic
North London Mosque
North London Muslim Centre
Pakistan Welfare Association
Prince's Trust
Roman Catholic Church of St John the Baptist
Roman Catholic Church of St Jude

Roman Catholic Church of St Monica
Roman Catholic Church of St Scholastica
Royal Connections
Sandy's Row Synagogue
Seventh Day Adventist Church
Shiloh Pentecostal Church
Shoreditch Church
Shoreditch Mosque
St Andrew's Church
St Barnabas Church Dalston
St Hilda's Community Centre
St John at Hackney Church
St Mary of Eton Church
St Mary Stoke Newington
St Matthias Vicarage
St Peter De Beauvoir Town
Stonewall
Terrence Higgins Trust
The King's Foundation School of Traditional Arts
The Lesbian and Gay Foundation - LGBT Carers Online Forum
The Risen Christ and All Souls Church
The Round Chapel
The Wickers Charity
Thomas Buxton Primary School
Triffids Nursery
Upper Clapton United Reformed Church
Virginia Primary School

Health

Aspire
Central London NHS Trust
Great Ormond Street Hospital for Children NHS Foundation Trust
Health Poverty Action
Healthwatch
Homerton University hospital
Homerton University Hospital Accident and Emergency
King's College Hospital NHS Foundation Trust
Mildmay Mission Hospital
Royal College of Nursing
St Leonards hospital

Business groups

AECOM
ALDI
Arup
Asda
Boxpark Shoreditch
Brakes Group
Brewery Logistics Group
Brewing, Food & Beverage Industry Suppliers Association
British Land
BT
Business Disability Forum
Carousel
Cemex

Clear Channel UK
Confederation of British Industries
Co-op
Cross River Partnership
Cross River Partnership
EDF Energy
ELB Partners
Federation of Small Businesses
Fowler Welch
Institution of Civil Engineers
John Lewis Partnership
London Chamber of Commerce and Industry (LCCI)
London First
Marks & Spencer
Mode Transport
Opinari Ltd
Planning Design
Reynolds
Royal Institute of Chartered Surveyors
Royal Town Planning Institute (RTPI)
Sainsbury's Supermarkets
Skanska
Space Syntax
Space Syntax
STMGROUPLTD
Thames Water
TKMaxx
Tony Gee and Partners
Urban Movement
Warburton