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Dear Mr Matthews,

10th June 2015

Maria Nekrasova – Regulation 28 Report

My colleagues and I were very sorry to hear of the tragic accident which occurred on 4 May 2014 and would wish to pass our condolences to the family of Miss Nekrasova.

Your Prevention of Future Deaths report was received by TfL on 16 April 2015 and I respond as follows:

Introduction

Westminster Bridge runs East to West across the River Thames and links Westminster Bridge Road in Lambeth to Bridge Street and the Victoria Embankment in Westminster. The Houses of Parliament, Portcullis House, Parliament Square and Westminster Underground station are located immediately to the west of the bridge (north side of the river). St Thomas's Hospital, the old County Hall complex and Waterloo mainline station are located immediately to the east (south side of the river). TfL is the highway authority for the A302 as it crosses Westminster Bridge.

The 'Matters of Concern'

1. *There is nothing to prevent pedestrians crossing the carriageway of the bridge (such as a central fence) and neither is there any protection for pedestrians who have reached the middle of the carriageway (such as a central reservation).*

TfL's policy is a presumption against the provision of pedestrian guardrail, except where there is a proven safety requirement. Having considered this location, and the possible physical segregation of pedestrians from vehicular traffic, the erection of a barrier could potentially create a safety hazard for pedestrians, joggers or cyclists who could become isolated on the wrong side of the barrier. For this reason, no barriers will be erected. Central reservations are usually provided to separate the flow of opposing high speed traffic, to prevent overtaking on the approaches to junctions or at designated pedestrian crossing points. Given that Westminster Bridge is subject to a 30mph speed limit and that there are no junctions or locations across the bridge which justify the provision of a pedestrian crossing, the provision of a central reserve would be inconsistent with other urban locations and TfL do not feel it would be appropriate to install one.

2. *At night the level of street lighting is low, the lamp standards producing pools of light which have the effect of leaving contrasting areas of the carriageway in relative darkness;*

The light output from each of the 'heritage' lighting points on the bridge is similar to that provided from conventional street lights. However, TfL will be carrying out a detailed investigation of the lighting levels and the distribution of light over the bridge by August 2015. Following the outcome of the investigation, we will consider what alterations might be appropriate or possible, taking into account the physical constraints of providing additional lighting points across the bridge deck and in such a historic location.

3. *The glare of the headlights of oncoming vehicles makes it impossible for drivers of vehicles crossing the bridge to see pedestrians standing in the carriageway until it is too late to avoid hitting them.*

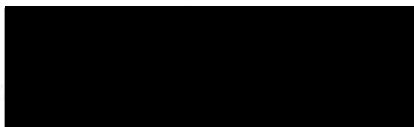
Glare from headlights is not a matter that TfL has any ability to influence or control, and no further comment is made in this respect.

Further information

We will be consulting the public in the summer of 2015 on the road layout across the bridge as part of TfL's 'Better Junctions' works programme. More information can be found at <https://www.tfl.gov.uk/travel-information/improvements-and-projects/road-modernisation-plan>

In addition, the bridge will link two proposed cycling improvement schemes; the East-West Cycle Superhighway on the north side of the river and a junction improvement at Westminster Bridge Road/Addington Street on the south side which will result in some changes to the carriageway.

Yours sincerely,



Director of Asset Management



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