



Dr Roy Palmer,
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City of London Coroner's Office,
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Leon Daniels
Managing Director
Surface Transport

Transport for London
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11 August 2015

Dear Dr Palmer,

My colleagues and I were very sorry to hear of the tragic accident which occurred on 2 August 2014 and would wish to pass our condolences to the family of Christopher Tandy.

Your Prevention of Future Deaths report dated 19th June 2015 has now been considered and I would respond as follows.

In terms of the general road layout in the vicinity of London Bridge, there are a number of significant public and private developments currently in progress and others to be delivered in the near future, some of which have a temporary impact on road capacity and layout. In the longer term, TfL intends to publish proposals for improved traffic arrangements in the London Bridge area, intended to benefit road users in general, and cyclists in particular. The feasibility of a Cycle Superhighway across London Bridge is likely to begin in 2016, when various options such as full segregation will be investigated. Following this there will be full public consultation. Your concerns will also be taken into account in this process.

You refer to the prominence of signs at the commencement of London Bridge and that in other areas of the City, only smaller repeater signs are displayed. The 20mph limit does not commence at London Bridge, but continues over the Bridge. Larger terminal signs are used at the entry / exit points to the 20mph limit in Shoreditch High Street, and smaller repeater signs are used along the 20mph route into King William Street and across the Bridge, which is in accordance with national standards. It is considered that providing large terminal signs at the commencement of the Bridge travelling north to south could cause confusion. When the scheme was designed in 2014, the designers spaced repeater signs at the intervals that they believed would be sufficient to remind drivers that the speed limit remains at 20mph. However, in view of your concerns, we will install an additional pair of repeater signs at the north side of the Bridge. The 20 mph scheme was introduced under an experimental Traffic Management Order. If it is to be retained on a permanent basis, there is scope for considering the spacing between the repeater signs along the entire route, and your concerns will be taken into account.

With regard to the route described in your report, as drivers enter Fish Street Hill from Upper Thames Street, the speed limit reduces a short way up the hill on passing 20mph speed limit signs. That 20mph limit continues into Monument Street and then onto London Bridge where there are 20mph repeater signs mounted on the second lighting column and in clear view of traffic leaving Monument Street. A recent inspection identified that the larger terminal signs in Fish Street Hill had been damaged / removed, so that entry into the 20mph limit from that direction was not clear. TfL contacted counterparts at the City of London Corporation, which is the traffic authority for the road, and which confirmed that the signs have now been repaired / replaced as necessary.

Yours sincerely,



Managing Director – Surface Transport