

Dear Ms Jacqueline Devonish,

My colleagues and I were very sorry to hear of the death of Ms Sonia Stante and we pass on our sincere condolences to her family.

We acknowledge receipt of your Prevention of Future Deaths report on the 30 November 2017 and respond as follows.

### Junction design and layout ('matters of concern' points 2 and 3)

The junction of Pentonville Road and King's Cross Road operates as a single junction with two separately signalled pedestrian crossings. The crossing of King's Cross Road is known as a 'straight across' crossing and the crossing on Pentonville Road as a 'staggered' crossing. This is a common arrangement and used throughout London. At a staggered crossing, a pedestrian must cross the road in two stages as each green figure light aspect will display independently of the other. Each green figure light aspect is sufficiently far apart to discourage pedestrians from looking at the other. This arrangement allows the junction to operate in the most efficient manner overall, reducing the time that pedestrians must wait before they are able to cross the road as well as delays to other road users.

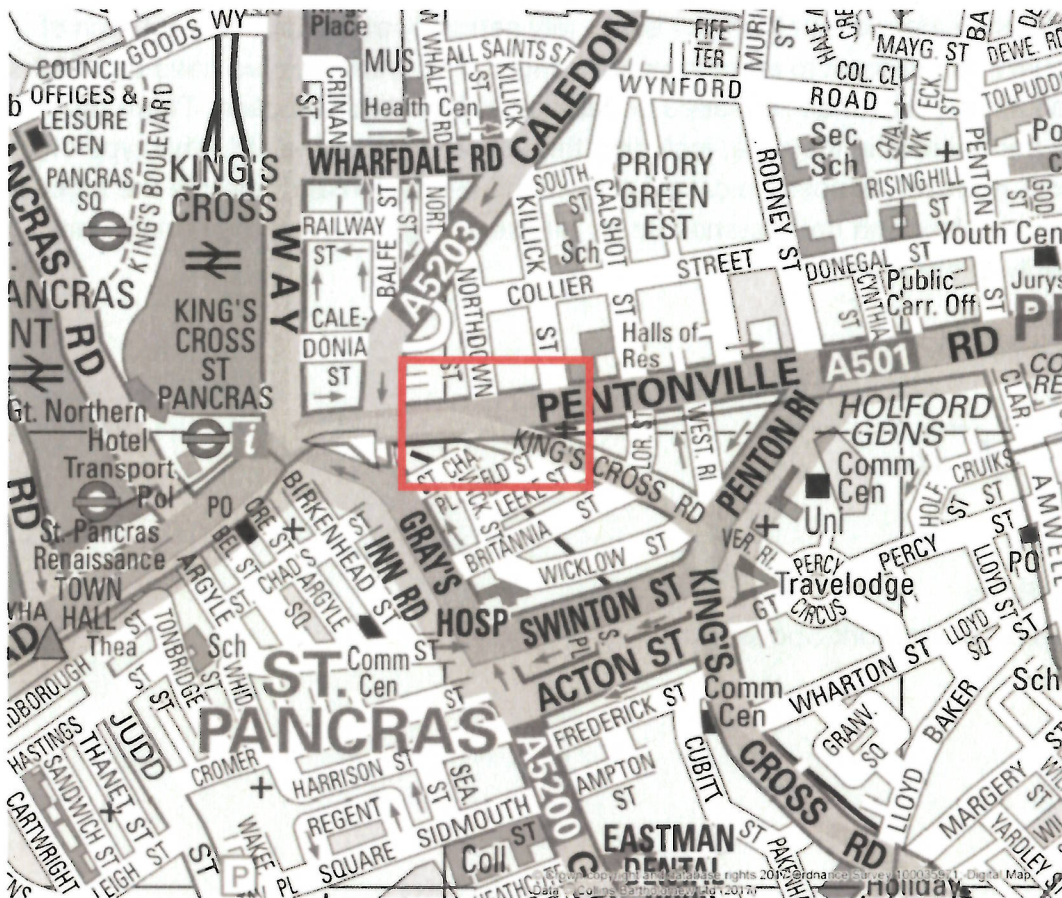


Figure 1: Location of junction within wider area

**Green figure 'louvres' on pedestrian signals ('matters of concern' point 4)**

At the time of the collision, pedestrian signals at both crossings were functioning normally. This included louvres (a slatted cover designed to prevent confusion between the green figure light aspects of the separate crossings) on two of the green figure light aspects at the pedestrian crossings. These louvres were in place at the time of the site visit with the Metropolitan Police on 16 August 2017.

We inspected the crossings again on 11 September 2017 to review the layout and consider whether any changes could be made to assist pedestrians further. Subsequent to this visit, additional louvres were fitted on 13 October 2017 to two further green figure light aspects on the Pentonville Road crossing, including on the north side of the crossing (see Figure 2), to reduce the likelihood of pedestrians crossing when they were not invited to do so.

**Road markings ('matters of concern' point 1)**

The provision of 'Look left, Look right' markings is assessed by TfL on a site-by-site basis, in line with the national guidance. Following your report, these have been installed at each of the pedestrian crossings at this junction.

**Understanding of the junction by foreign visitors ('matters of concern' point 5)**

We take the safety of our highway extremely seriously and adopt an approach of continual improvement to reducing road danger. The measures we have undertaken at this junction will further enhance pedestrian safety at this location. There are hotels and tourists in the area, including those from outside the UK. This type of location, however, is not atypical in London and we design and operate the highway so that it is clear and understandable for all users, regardless of their origins and familiarity of the area.

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Yours sincerely,



TfL - Head of Network Sponsorship



Figure 2: Location of louvres on green figure light aspects and additional 'look left, look right' markings

