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Transport for London

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[Redacted]
Managing Director
Surface Transport

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Senior Coroner
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27 February 2018

Dear Coroner Hassell

Euston Road Junction with Duke's Road – Regulation 28 Prevention of Future Deaths Report

I wish to pass my sincere condolences to the family of Mark Welsh after hearing of the tragic collision that occurred on 6 July 2017.

We have carefully considered your Prevention of Future Deaths Report dated 28 December 2017, in which you raise concern over the length of time it has taken to provide improvements on the junction of Euston Road with Duke's Road and Churchway and how we have considered our options; and TfL's use of statistics upon which we take decisions about traffic control. I respond as follows:

TfL's use of statistics to drive improvement of traffic control at junctions

I understand and share your concerns to ensure the decisions we take in this area are as far as possible taken on the best and most appropriate collision data sets.

However, TfL's collision statistics are based on police reports of collisions at which a casualty has occurred. These casualties are categorised by the police according to injury type, which is then allocated to an injury severity category (either fatal, serious or slight). Police reports are taken when either a police officer has been called to the scene of a collision at which a personal injury has occurred, or the injury has been reported to the police over the counter or via the new MPS online tool, which can be found here: <https://www.met.police.uk/report/report-a-road-traffic-incident/>

There is no consistent way of recording damage-only collisions, as the police don't routinely attend site or require those involved to report the incident. A damage-only collision may be relatively trivial (i.e. scraping a wing mirror), and may not even be taken into account by insurance companies (who would be the other potential source of data). There is also no reasonable way of recording near misses, and it would be impossible to ensure consistency throughout the reporting.

Our decisions on traffic control and which locations to prioritise for improvement are therefore informed by analysis of where and how collisions have occurred, as these have the greatest impact on the well-being of Londoners. Annual priority lists for intervention are created based upon collisions of all severity involving vulnerable road users. We also analyse the data collected to detect any patterns of accidents, and will prioritise further a junction for improvements if a pattern of types, modes or precise location of collisions can be detected. No such pattern has been detected in the collision data for the Duke's Road/Euston Road/Churchway junction.

Where sites have been identified for investigation or investment, TfL might undertake further investigation to understand what damage-only or near-miss collisions regularly occur.

Although no patterns have been identified, our intention is to provide a controlled pedestrian crossing on this junction in order to improve the provision for pedestrians and vulnerable road users to take account of the expected growth of pedestrians in the area.

Consideration of improvements at the Euston Road/Duke's Road/ Churchway Junction, including consideration of options.

We have been working closely with Camden Council to deliver a design for this junction that improves the safety for pedestrians and other vulnerable road users, and a history of our work on this was submitted to you as part of our evidence to the inquest. However, our decisions about traffic control and the use of signals must be coordinated with the surrounding road network to prevent excessive congestion, which is likely to have impacts both on safety and air pollution. The roads in this area are currently operating at the maximum level of capacity, and it has proven very difficult to find a solution for this junction which is acceptable both to us and Camden Council given potential local and wider traffic impacts, and does not have significant negative impacts elsewhere.

When considering whether it is possible to introduce a new controlled crossing facility at a junction, it is necessary to consider how the junction currently operates. Currently, at the junction, all vehicle movements are permitted except for the right turn into Dukes Road. To introduce a signal controlled pedestrian crossing, we need to either

- Ban a further turning movement into Dukes Road to remove the pedestrian and vehicle conflict; or
- Hold all the traffic on a red signal so that there is a period of time when traffic is not moving into or out of any of the approaches. This could provide crossings on all four arms and therefore deliver the greatest benefits to pedestrians in terms of safety and convenience.


As set out in a previous report supplied in evidence to you at the inquest, the latter option would also enable TfL to put pedestrian crossings on the other arms of the junction providing the greatest benefits to pedestrians in terms of safety and convenience. However, our modelling analysis demonstrated that the introduction of pedestrian crossings and holding traffic would create severe congestion both in this area and more widely across the network, which would have negative impacts for pedestrians, other vulnerable road users and local air quality.

Subject to Camden Council agreement, we intend to progress a banned turning movement in order to provide a signal controlled crossing on Dukes Road – to be implemented next year.

We will continue working with Camden Council to develop a design for this junction and others in the near vicinity which will enable more and safer pedestrian and cycle facilities to be provided thereby encouraging people to walk, cycle or use public transport.

Yours sincerely




Managing Director – Surface Transport