



Havering
LONDON BOROUGH

London Borough of Havering
Highways

Town Hall
Main Road
Romford
RM1 3BB

East London Coroners
Miss N Persuad
Senior Coroner

Telephone: 01708 434894

Walthamstow Coroners's Court
Queens Road
Walthamstow
E17 8QP

Date: 26th October 2020

REF:110991

Dear Miss Persuad,

Please find below our response to the Regulation 28 (Preventing Future Deaths) report sent to us on 4th September 2020, reference [REDACTED].

The incident location within the Regulation 28 (Preventing Future Deaths) report is on Colchester Road, classified as the A12, approximately 65 metres north east of the Gallows Corner roundabout.

The extract below taken from Havering Councils Highways Register overlay on Earthlight shows that this location in black, along with the boundary of the adopted highway (red is footway, pink is carriageway).



Boundary of the adopted highway taken from Haverings Hghways Register on Earthlight

While Colchester Road is part of the adopted highway network, Havering Council are not the Highway Authority for this road, this responsibility falls to Transport for London (TfL). The plan shown below shows the boundary of TfLs responsibility around Gallows Corner roundabout and also the section of Colchester Road where the crossing point is situated.



TfL supplied boundary plan.

The TfL an shows a dotted line as the kerb line along the edge of the footway, while the solid blue line that runs almost parallel to this line at the rear of the footway shows the limits of TfLs responsibility as the Highway Authority.

We have been advised by [REDACTED] of the metropolitan police that [REDACTED] of Transport for London will be liaising directly with the coroners' officer.

A site inspection was undertaken on Thursday 17th September to look at the incident site so that Havering could give responses to the points raised in the coroner's report. While these comments are made by a Senior Engineer at Havering it must be stressed that TfL would need to carry out their own investigation as they would be ultimately responsible for any action (or inaction) carried out to the highway network at this location.

POINT 1. The Inquest heard that there are a number of items of street furniture that obstruct the view that drivers should have of pedestrians waiting at the Pelican crossing (signage, bus stand, safety camera and overhanging foliage/tree branches).

While the report does not state which side of the crossing point the incident occurred, the bus stand and safety camera are on the south east footway so it is this location that has been investigated.

The footway at this location is split into a cycle way at the rear of the footway with the pedestrian side adjacent to the carriageway. The safety camera is located at the rear the footway approximately 25 metres before the crossing, within the cycle way section, and would not cause any sight line issues for car drivers approaching the controlled crossing point.



Safety camera located at the rear of the footway.

Upon inspection on the 17th September 2020 all the trees that are contained within the grounds of the Gallows Corner Retail Park were found to be well cut back, with no branches lower than six foot overhanging the footway. There were no branches overhanging the carriageway at all. At the crossing point itself there is a street light that illuminates the crossing point at night, and this area was found to be completely clear of any over hanging branches so there would be no shadows over pedestrians waiting to cross at this point on the footway.



Unobstructed lamp column at the controlled crossing point.

All the bushes and the trees at this location are within the Gallows Corner Retail Park and appear well maintained, causing no obstruction to the highway. There are no highway trees or Council maintained verges at this location.

The bus stand is located at approximately 55m before the controlled crossing point. When a bus is stopped within the bus stand it blocks the near side running lane of the dual carriageway which would tend to then slow traffic down as vehicles manoeuvre around the stationary vehicle. At this distance the bus stand itself does not cause any obstruction to sight lines to the crossing point, and once any stationary vehicle that was occupying the bus stand had been passed there would still be at least 55m between the driver's position and any pedestrian waiting at the crossing.

With regard to signage, there is no signage blocking sight lines at the crossing point, and there is very little signage on the approach to the controlled crossing either (see photos below). The large roundabout sign is some 140m prior to the crossing point, and the only other road sign is a "no u turn" sign approximately 70m before the crossing, neither of which would obstruct drivers' sight lines.



Signage in the vicinity of the controlled crossing point

Although not mentioned in the report, but worthy of note, is the fact that there is pedestrian guard railing along the length of the footway for approximately 30m prior to the controlled crossing. As can be seen from the photo below there is a clear viewing panel through the guard railing to aid drivers to see whatever is on the footway or waiting at the crossing point.



2. The Pelican crossing is sited shortly following a bend in the road and the immediate speed limit approaching the crossing is 30 miles per hour. Very shortly before the Pelican crossing, the speed limit is 50mph.

Travelling along the carriageway in a south westerly direction the boundary of the 50pmh/30mph change is approximately 140m prior to the crossing point. Between the start of the 30mph zone and the controlled crossing point is the speed camera which would encourage most vehicle users to have reduced their speed prior to the crossing. It should be noted that it is TfLs responsibility for setting the speed limits on the TLRN/SRN and the speeds currently set should have taken into regard the current layout of the highway features at this location.

While on site there was no visible bend apparent in the carriageway along this length of the road that would cause any sight line issues for drivers what so ever.

3. A recent site visit noted a very high level of non-compliance with the automated traffic signals. Vehicles were noted not to be stopping at the amber traffic light phase.

During the site visit on 17th September the non-compliance witnessed above was not seen. This may well be down to the fact that someone standing near the crossing point dressed in black wearing a high-viz jacket may have given the impression of a police presence in which case any comment here is possibly flawed. In London it is the Metropolitan Polices role to enforce traffic light control contraventions/speed offences etc. so it would fall to them to carry out any further necessary investigation at this particular site.

While Havering Council are not the Highway Authority for this location they are responsible for the cleanliness of the area as the Litter Authority. On inspection there area was clean, there was no build-up of litter or detritus on the highway that would have had any input into this incident.

In conclusion we do not feel that there any actions Havering Council can take in relation to this Regulation 28 (Preventing Future Deaths) report.

If you have any queries relating to any of these responses please do not hesitate to contact me at [REDACTED]

Yours sincerely

[REDACTED]
Senior Engineer
Highways
L.B.Havering