



Your ref: [REDACTED]

Coroner N Persaud
Senior Coroner

East London
Walthamstow Coroner's Court
Queens Road
Walthamstow
E17 8QP

Transport for London
Legal

5 Endeavour Square
London
E20 1JN

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Dear Miss Persaud

**Regulation 28 Prevention of Future Deaths Notice:
Ellie Jessalyn Isaacs (Inquest 01/09/2020)**

I am personally very sorry to hear of the tragic death of Ms Ellie Isaacs and wish to express my sincere condolences and those of Transport for London (TfL) to the family and friends of Ms Isaacs.

We note that this Prevention of Future Deaths Notice is addressed to the London Borough of Havering. The London Borough of Havering forwarded it to us on 15 September 2020 to respond to as TfL is the responsible Highway Authority for the A12. Please accept this letter as TfL's response to the Prevention of Future Deaths (PFD) report dated 1 September 2020 pursuant to regulation 28 of the Coroners (Investigations) Regulations 2013. The Commissioner and the Managing Director of Surface Transport have asked me to write to you.

TfL is a Highway Authority and is the responsible highway authority for the A12 Colchester Road for the section which is within London, that includes the location of the collision and this letter outlines actions already taken and those that we intend to take to improve safety along the A12 in the vicinity of the A12/A127 Gallows Corner junction.

Road safety, particularly the reduction of personal injuries, is core to our business at TfL. We actively seek to reduce collisions across the whole of London with initiatives detailed in the Mayor's Transport Strategy (March 2018) and the Vision Zero Action Plan (July 2018). These policy documents set our vision to eliminate all deaths and serious injuries by 2041, as well as reduce the danger on our road network. These documents outline the important first stages in a wide-ranging programme of actions that we, as an organisation, are taking now and over the coming years.

Site Visits

It is our standard practice and part of our wider commitment to Vision Zero to organise a visit to the site of every fatal incident that occurs on TfL's road network. This is to identify any issues and actions that can be taken immediately to prevent future loss of life.

These site visits involve TfL employees with different expertise within the organisation who review the site collectively to identify any inherent problems at the location that need to be addressed immediately. Also noted during the site visits are any other issues that may require a longer-term investigation of the highway conditions or any issues relating to the behaviour of road users, that may need to be addressed by TfL's road safety education team and/or require enforcement by the Metropolitan Police (MPS).

In this case, the initial site visit by TfL took place on 1 July 2019 and included traffic officers from the MPS. No road user violation was noted during the site visit. This section of the A12 is patrolled by the MPS. The MPS have not indicated any additional concerns about this area which would result in increased enforcement activity.

No immediate or urgent concerns were identified by the site visit. As part of this visit the street furniture was reviewed and it was considered that it did not obstruct drivers' view of pedestrians in the area however issues with overgrown vegetation were noted. A number of other minor action points were identified for follow up (details of work then subsequently undertaken is provided below).

A further site inspection was undertaken by TfL Engineering's Traffic Control team on 29 August 2019 following an enquiry from Ms Isaac's family which was forwarded to us by the MPS regarding the location of the crossing facility. This inspection determined that the design and operation of the pelican crossing met TfL's current design standards and this finding was communicated to the MPS. It additionally determined that there was good visibility of the traffic signals which have five signal heads on both approaches (with two positioned at 6m high and three at 4m high as illustrated in the photos below).



Photo 1: A12 Colchester Road pelican crossing looking south-west towards Gallows Corner (6m high signal heads highlighted blue; 4m high signal heads highlighted red). *Photo source: Google Streetview April 2018.*



Photo 2: A12 Colchester Road pelican crossing looking north-east away from Gallows Corner (6m high signal heads highlighted blue; 4m high signal heads highlighted red). *Photo source: Google Streetview July 2019.*

Technical information about the crossing

The controlled pedestrian crossing facility in question was modernised in 2005 and it was converted to a 'ped-x' type crossing in 2015. A 'ped-x' type crossing is a standalone signal-controlled pedestrian facility using pedestrian signals which are operated with push buttons. The traffic signal sequence is the same as at a junction with a steady amber period for traffic (rather than flashing). Pedestrians receive a steady green pedestrian symbol (rather than flashing) indicating that it is safe to cross, followed by a black out period where no pedestrian signal is displayed, followed by a red pedestrian signal (details of the timings of the crossing are provided below).

The revised design was implemented in accordance with the TfL design standard at the time (Reference TTS6). The implemented facility was fully compliant with this standard at the time of modernisation.

In the intervening period TTS6 has been updated and a new set of TfL design standards has been developed, including the following:

- a) SQA-0643: Design for Signalised Junctions
- b) SQA-0644: Design for Signalised Crossings
- c) SQA-0645: Traffic Signal Timings

We have not provided copies of these design standards due to their detailed and technical nature, however please let us know if the Coroner would like to see copies. The above design standards outline the parameters for the design and operation of traffic control facilities in London. The layout implemented on the A12 Colchester Road is shown in TfL standard SQA-0644: Design for Signalised Crossings Appendix E and is a "H2" layout (diagram replicated below in Figure 1), albeit with the mast arm modified to two 6m poles on both sides of the crossing in accordance with current best practice.

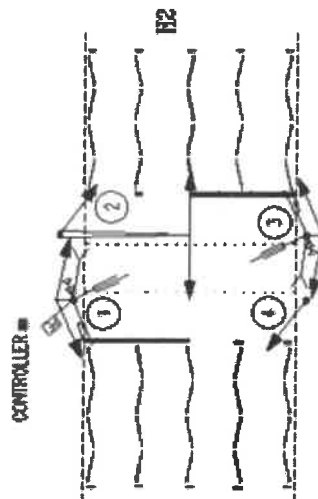


Figure 1: SQA-0644: Controlled Crossing Layout "H2".

In accordance with the TfL standard SQA-0643: Design for Signalised Junctions, a triangular warning sign is in place on the approach to the controlled crossing facility at this location. The aim of the advance warning sign is to provide advance notice to road users of the presence of the controlled crossing facility ahead.

The controlled crossing facility is programmed to show 6 seconds of the 'green' pedestrian signal (the green man), 6 seconds of signal black-out time and 5 seconds of the 'red' pedestrian signal, there is then a 1 second 'all red' (pedestrian signals and traffic signals showing red) followed by a 2 second starting amber signal for traffic. This gives adequate opportunity for pedestrians to cross unopposed by

general traffic and is compliant with the relevant standards (TfL standard SQA-0645: Traffic Signal Timings).

Speed limits and signage at Gallows Corner roundabout

Below is an aerial photo of the crossing. The speed limit for the Gallows Corner roundabout is 30mph and remains so through the pedestrian crossing location for traffic exiting the roundabout to travel north-east along the A12.

There is a speed limit change between 30/50mph which occurs on the other side of the pedestrian crossing (approximately 130m to the north east) for traffic approaching the roundabout. This road layout with the change of speed limit is in line with relevant highway regulations.



Work undertaken

Following the site visits referred to above a number of additional minor works have been undertaken by TfL's Asset Operations team in the vicinity of the pedestrian crossing. These include:

- a) liaison with the management team of the Gallows Corner Retail Park to request regular maintenance and cutting of vegetation and trees within their property boundary;
- b) it was noted during the site visit that the 30mph signs were different sizes, the sign in the central reservation and farside of the road were smaller than the sign

on the nearside. These signs were renewed and are now the same size; and

- c) resurfacing of the Gallows Corner roundabout including both lanes of the A12 Colchester Road up to the junction with Bryant Avenue. This includes renewal of the surfacing on the approaches to the pedestrian crossing, white lines and markings (including 30mph warning markings), and the renewal of the bus stop cage lining and red surfacing.

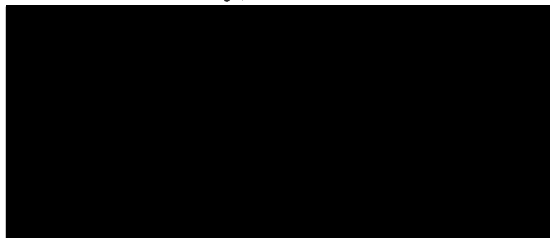
Conclusion

TfL will undertake a further safety review by the end of November 2020 to ensure that the actions already taken address the matters of concern. As part of this review we will also again consider the positioning of street furniture and whether it is safe. If any further actions are identified through this review, TfL will address these by 31 March 2021.

In addition to the measures outlined above, TfL is preparing to submit a bid to the Department for Transport (DfT) in late 2020 for Major Roads Network (MRN) funding to deliver further improvements to the A12/A127 Gallows Corner junction.

Please do let me know if you require further information or I can be of direct assistance to you in some way.

Yours sincerely,



Director, Investment Delivery Planning
Surface Transport

Email:

