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Transport for London



17 October 2016

Mr Phillip Barlow,
Her Majesty's Coroner
Inner London South's Coroner's Court
1 Tennis Street
Southwark
London
SE1 1YD

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Leon Daniels
Managing Director
Surface Transport

Transport for London
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Palestra
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Dear Mr Barlow,

We were all sorry to hear of the tragic accident that occurred on 4 January 2016 and wish to pass our condolences to the family of Amanda Coppen.

We have reviewed your Regulation 28 report dated 19 August 2016 regarding the "unusual layout of West Parkside and Pilot Busway", and the need to improve provision for a new school, close to the junction of John Harrison Way and West Parkside. This is in addition to the existing school in the same area. As the report assigns responsibilities to three parties, named as Greater London Authority (GLA), Transport for London (TfL) and Royal Borough of Greenwich (Greenwich), a joint response is provided.

As stated in your report, following the fatality a site visit was held on 14 January 2016 and was attended by representatives of all three organisations and the Metropolitan Police. Since then, a number of actions have been undertaken to improve road safety at the junction and in the vicinity.

A zebra crossing was installed on 15 March 2016, south of, but close to, the junction, to provide an additional crossing from the Millennium Village area to the existing primary school, and a safer crossing route between Pilot Busway and West Parkside. The crossing has been installed on a raised surface to improve visibility of pedestrians to drivers and encourage reduced speeds. A 20 mile per hour speed limit has been introduced, with appropriate road markings and signage, along the entire length of Pilot Busway and West Parkside to reduce the overall speed of buses and traffic. Further improvements to signage and road markings have also been made, at the junction of West Parkside and John Harrison Way, to increase pedestrian awareness of oncoming traffic. TfL and Greenwich are also reviewing pedestrian safety provisions, including footway and crossings, which are to be provided as expansion of the school takes place.

Pilot Busway has an unusual layout for London, and complex ownership. Pilot Busway and West Parkside were originally built and operated by English Partnerships in preparation for the opening of the Millennium Exhibition, a structure now known as the O2 Arena. The original intention was for significant length of busway to be separated from general traffic. However, this project was not completed.

MAYOR OF LONDON



VAT number 756 2769 90

When English Partnerships were dissolved, their assets in London were transferred to the GLA on the 1 April 2012, under the Localism Act 2011. That transfer included Pilot Busway. West Parkside had previously been adopted by Greenwich on 1 April 2008.

TfL and Greenwich have been working on developing a solution to address road safety concerns, arising from the unique nature of the road layout. We recognise that significant development is taking place in the area, including the construction of a new school, and that additional movements associated with those developments will increase concerns about road safety.

This work has recognised that, as part of planning consent for an area to the north of Greenwich Peninsular, it is proposed to re-align a northerly section of the Pilot Busway and West Parkside at a future date. Accordingly it is recognised that any proposals to change the arrangements in the vicinity of the junction of West Parkside and John Harrison Way would need to be integral with changes further north.

Feasibility work has identified that the conversion of the layout to a 'traditional' dual carriageway arrangement with bus lanes, that would operate at all times, would contribute to improved bus journey times and reliability whilst addressing concerns about road safety.

It is the practice of both TfL and Greenwich to undertake local public consultation on significant changes to their road networks. Consistent with those practices, a joint public consultation exercise is underway to seek public and stakeholder opinion on the conversion of the existing arrangement to a dual carriageway with bus lane provision.

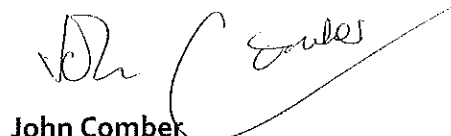
Notwithstanding the need to give consideration to responses to the public consultation, we shall seek to implement the proposed changes to the road layout at the earliest opportunity.

We will write to you following the consultation to confirm the design and the proposed timetable to make changes.

Yours sincerely,



Managing Director, Surface Transport, Transport for London



**John Comber
Chief Executive, Royal Borough of Greenwich**



Senior Manager, Lands, Estate and Property, Housing and Land Directorate, Greater London Authority