

Transport for London



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Dear Ms Ormond-Walshe,

We were very sorry to hear of the death of Ms Hartsilver and wish to pass our condolences to her family.

We have carefully considered your Prevention of Future Deaths report dated 20th February 2017. We acknowledge the shared responsibility of the London Borough of Southwark (Southwark) and Transport for London (TfL) as traffic and highway authorities to work together to improve safety throughout the Camberwell area. TfL is seeking to reduce collisions across London in accordance with initiatives stated in the "Safe Streets for London: The Road Safety Action Plan for 2020".

Regarding the junction of Orpheus Street with Denmark Hill, TfL attended a site visit on 9th March 2017 with the Metropolitan Police and Southwark. Following this meeting, Southwark have implemented short-term changes to the junction in accordance with suggestions made at that meeting which include;

- New cycle marking symbols on Denmark Hill at the junction with Orpheus Street to raise awareness of the presence of cyclists to other road users;
- Removal of bus lane markings on the southbound lane before the zig-zag markings to allow left turning vehicles more space to turn from the inside lane and;
- An arrow using a permitted variant of Signs Regulation Diag. 1050 to show that left turners into Orpheus Street should use the nearside lane, and ahead traffic in Denmark Hill should use the offside lane between bus stop Q and the existing pelican crossing zig-zag lines to better inform drivers of which lane to take and seek to influence a reduction in the number of left turns from the outside lane in Denmark Hill that risk a collision with cyclists.

TfL attended a post-implementation meeting with the Police and Southwark on 7th April 2017 to review these measures. It was agreed by all parties that there have been positive changes since the measures were implemented, but risk is not fully eliminated because it is still physically possible to turn left from the outside lane.

TfL will therefore continue to provide financial and technical support to Southwark to develop further safety improvements to the A215 Denmark Hill and Camberwell Road corridor, which includes the Orpheus Street junction.

The Orpheus Street junction is close to the junctions of Denmark Hill/Coldharbour Lane and Denmark Hill/Camberwell Church Street/Camberwell New Road junction adjacent to Camberwell Green and regularly referred to by that name. The latter Camberwell Green junction is part of the Transport for London Road Network (TLRN) for which TfL is the highway and traffic authority. It has the highest collision record in the area and is the 14th highest ranked junction in London based on recorded collisions for the 36 months to the end of December 2015. TfL has therefore been progressing with proposals to improve road safety at this junction, and as part of the design and approvals process recently received traffic management endorsement from TfL's Road Space Performance Group on 16th March 2017 to proceed to public consultation.

The proposals for the Camberwell Green (TLRN) junction are aimed at improving safety for both cyclists and pedestrians. For cyclists they include:

- a two stage right turn facility to enable cyclists to turn right without having to cross lanes of moving traffic;
- a four second 'early release', which enables cyclists to move off ahead of general traffic at junctions;
- deeper advanced stop lines to provide more space for cyclists ahead of general traffic and greater visibility of cyclists for general traffic;
- better lane and footway alignment that reduces the risk of cyclists making sudden turns

All these measures are intended to improve the visibility of cyclists, and also to separate them from general traffic as far as possible to reduce the risk of collisions taking place.

In addition, we plan to resurface the TLRN carriageway. This should improve the level of comfort for cyclists, and reduce the risk of sudden manoeuvres to avoid defects in the road surface.

For pedestrians, the proposed TLRN scheme includes:

- widened crossings to better accommodate the volume of demand;
- pedestrian countdown to inform pedestrians how long they have left to safely complete their crossing;
- de-cluttered and widened footways on three sides of the junction to better accommodate the volume of demand, and;
- relocation of the pedestrian crossing on Denmark Hill to opposite Butterfly Walk to unlock safety improvements at Orpheus Street and be better aligned to pedestrian desire lines crossing Denmark Hill. This in turn will allow traffic making the left turn into Orpheus Street more space to align into the inside lane after the termination of the bus lane, reducing the risk of collision with cyclists

The designs have been subject to a Road Safety Audit. We are of the view that the TLRN scheme will deliver a marked improvement in the conditions for cyclists and pedestrians. The designs will be updated following feedback from the public consultation, which is planned for June 2017. A further Road Safety Audit will then be undertaken on the final design in advance of construction.

TfL will progress the scheme, and subject to the outcome of public consultation and securing the necessary approvals, construction could be complete by the end of 2018.

Yours sincerely,



Managing Director – Surface Transport