



HM Assistant Coroner Dr Jeane Rosa Mellani

West London Coroner's Court  
25 Bagley's Lane  
Fulham  
London  
SW6 2QA

  
Director  
Investment Planning  
Transport for London  
Palestra  
1 97 Blackfriars Road  
London SE1 8NJ

[www.tfl.gov.uk](http://www.tfl.gov.uk)

19 December 2024

Dear Dr Mellani

**Regulation 28: Prevention of Future Deaths report: Terence William Gillard (Inquest 30/9/2024)**

I write on behalf of Transport for London (TfL) with regard to the inquest of Terence William Gillard which took place on 30 September 2024 at West London Coroner's Court. I am the Director of Investment Planning at TfL.

I am personally very sorry to hear of the tragic death of Mr Terrence Gillard and wish to express my sincere condolences and those of Transport for London (TfL) to Mr Gillard's family and friends.

On 5 November 2024, the Coroner issued a Prevention of Future Deaths (PFD) report raising matters of concern addressed to TfL, the London Borough of Hounslow (LBH) and the Department for Transport (DfT). Please accept this letter as TfL's response to the PFD report.

This letter outlines the actions already taken and those that we intend to take to provide a safer pedestrian crossing across the A4 Great West Road (A4) at its junction with Jersey Road in Hounslow.

**Background to TfL's responsibilities and the location of the incident**

Responsibility for managing London's road network is shared between TfL, Highways England, and the 32 London boroughs, plus the City of London. TfL is the Highway and Traffic Authority for Greater London Authority Roads which is

also referred to as the Transport for London Road Network (TLRN). TfL is responsible for road maintenance, traffic signs, traffic control systems, road safety and traffic reduction on the TLRN.

Highways England manages the national motorway network, including the M25, M1, M4 and M11. The London boroughs are responsible for the remaining roads within their boundaries.

TfL is the highway authority for the A4 in Hounslow. LBH is the highway authority for Jersey Road which forms a junction with the A4. We have had discussions with LBH regarding our joint approach to improve the A4, including pedestrian safety in this area.

The A4 was designed and constructed in the 1920s and has seen modifications to its operation since. As London has grown, the mix of development alongside the A4 has changed from that of historic estates (such as Osterley Park) and industrial uses to that of more predominantly residential and office buildings. TfL took over responsibility for the A4 as the responsible highway authority in 2000 when TfL was created.

The A4 is a busy and strategically important transport corridor from the West of the country into London, carrying in excess of 27,000 vehicles a day. It is a dual carriageway typically of six lanes, increasing to seven lanes at this location to accommodate a right turn lane into Jersey Road south (towards Hounslow). At the time of the tragic incident involving Mr Gillard, the speed limit was 40mph; it is now 30mph.

Road safety, particularly the reduction of personal injuries, is core to our strategic aims 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 road 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. To help achieve these aims we work closely with the London Boroughs and the Metropolitan Police Service to make London's roads safer.

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. The purpose of the visit is to help us understand any factors that may have been relevant to the incident occurring. We also look for any immediate concerns which may require urgent remedial work, e.g. poor condition of the road. In this case, the initial site visit by TfL took place on 27 September 2022,

no immediate concerns were flagged. Representatives from TfL and LBH also met with Mr Gillard's family and [REDACTED], MP in March 2023.

We undertook a further site visit on 14 September 2023 once we had received more detailed information from the Police Serious Collision Investigation Unit.

We also undertook a more in-depth desktop study of the wider collision history in the area along with our road risk priority ranked junctions dataset, and determined that it was appropriate to undertake a review of the junction with a view to providing formal crossings at this location.

In the three years up to 31 July 2024, there were six collisions within a 50m radius of the A4 junction with Jersey Road. The six collisions involved seven casualties. Of these, one collision involved the serious injury of a pedestrian and the another involved the serious injury of a rider of an unknown vehicle type. Of the slight injuries, two casualties involved drivers of cars, one involved a pedal cyclist and one involved a motorcyclist. One was tragically fatal (the incident involving Mr Gillard).

### **Proposals for location in vicinity of accident (subject to public engagement and/or consultation)**

As previously advised at the inquest, we are developing a formal crossing proposal at this location. The proposals are as follows:

- A signalised crossing facility for pedestrians and cyclists across the A4;
- A signalised crossing facility for pedestrians and cyclists across Jersey Road (South);
- A signalised crossing facility for pedestrians and cyclists across Jersey Road (North); and
- Amendments to the highway layout on the A4, Jersey Road and Jersey Parade to facilitate the above crossings.

As my colleague [REDACTED] advised during the inquest, it is likely that delivery of the scheme will take place in 2026, to enable time for the completion of traffic modelling, public engagement, concept and detailed design and contractor mobilisation (including relocating any utility services that are required to be moved by statutory undertakers as part of scheme delivery).

There are a number of governance steps, known as stage gates, that we need to work through before a scheme can be confirmed for implementation. We are currently at Stage 2 (Option Selection), which is where we have designs for the improvement works which we are assessing in more detail. We are undertaking further detailed traffic modelling for which further traffic data collection is required

from nearby junctions along the A4. These traffic surveys are planned to take place in early January 2025 so that this data can be used for traffic modelling early in Spring 2025, in order to analyse the impact any proposals may have on the traffic flow. Once we have certainty that the designs are viable, we will proceed to Stage 3 (Concept Design), where we will refine the design and ensure that it can be constructed as planned. This is also the point at which we start to estimate the cost of the works and confirm the budget required to deliver the crossing.

TfL is doing all it can to expedite this process safely, we undertake traffic modelling to ensure that any changes are safe for all road users, that the designs are safe and work in practice. Public engagement is essential so that we can explain the proposals to local residents and the rationale behind them. It also provides an opportunity for the public to raise any concerns for our consideration.

LBH have already indicated that they are supportive of our plans. We will work with the LBH to enter into agreements to undertake any minor works on their road network that may be required to facilitate delivery of the scheme.

Subject to confirmation that the scheme is deliverable, TfL will monitor the operation and performance of these new crossings post-implementation for a period of at least 48 months. This will include a post-construction road safety audit and a review of collisions since the crossing has been introduced.

### **Matters of concern raised in the PFD report**

I now turn to the matters of concern noted in your report. I provide clarity on some of the items raised:

a. You note that the pedestrian crossing area spans across a dual carriageway subject to a speed limit of 40mph. At the time of the tragic incident involving Mr Gillard this was the speed limit. On 18 March 2024 a traffic order came into force to reduce the speed limit from 40mph to 30mph as part of our Lowering Speed Limits Programme.

b. You have observed that the crossing point currently leads pedestrians into a cycle lane. We are working on new designs that propose to make the area around the crossing points a “shared space” to encourage cyclists and pedestrians to be respectful of each other’s needs, the proposals are subject to engagement. There will be signage installed advising users that this is a shared space for pedestrians and cyclists.

c. You note that at no point during the normal use of the traffic light-controlled junction does traffic cease to flow at the marked crossing area, making it difficult

for pedestrians to judge when and from where the next vehicle would approach. This means that pedestrians will need to use their own judgment as to when it is safe to cross this road without the aid of pedestrian crossing lights. For clarity, vehicles are held at the stop lines at different times of the operation of the traffic signals. This is particularly the case when walking from the northern pavement to the traffic islands. The difficulty is predominantly when crossing between the traffic islands and the southern pavement. This is where there is less time to cross as the only time traffic ceases to flow is during a period known as the “intergreen” – when one traffic movement is ceasing and another one is starting in response to a change in the traffic signals. We are seeking to address this and propose that the new pedestrian crossing design holds traffic on the A4 to allow the pedestrians time to cross the road. The crossing will include the provision of a push button unit, rotating cone (for visually impaired people) and a green person signal.

d. With regards to other collisions involving pedestrians and moving vehicles, we have undertaken a thorough review of the nearby collisions based on the historic collision data and will consider any other changes to the highway layout which may reduce collision risk in addition to changes to the crossing itself. For example, we are also proposing changes to the service road next to the crossing to make it easier for pedestrians and cyclists to access the crossing.

e. Finally, I turn to your concern that the implementation of TfL’s plans to redesign the pedestrian crossing will not be until 2026 and it remains subject to the consent of the DfT and LBH, the outcome of any public consultation as well as funding considerations. I explain above the steps which must be undertaken, and the timings involved with delivering appropriate and safe improvement works. In relation to consent from LBH, this is only necessary in relation to any minor works on their road network that may be required to facilitate delivery of the wider scheme. In addition, there is no requirement for consent or approvals to be obtained from the DfT. As advised by [REDACTED] in evidence at the inquest, proposed improvement schemes of this scale and complexity can often take up to five years to implement due to the stages that must be completed to ensure the proposed works are properly designed, they are safe and are viable. We are aiming for these proposed improvement works to be implemented in three years, we have set out above the progress we have made.

### **Interim temporary measures**

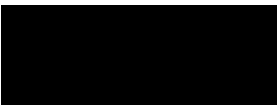
In the short term and further to our update to you dated 31 October 2024, it is our intention to place temporary customer information signage that warn pedestrians to take care when crossing the road at this junction. This is intended as a temporary step until a permanent crossing scheme can be implemented. Our supplier is working towards implementing within the timeframe that we advised

previously, but due constraints with the wider supply chain and the need for further technical review, they will not be in place until January 2025.

We would be happy to provide you with an update in respect of the timings for implementing the scheme, as well as copies of pictures of the customer information once this has been placed at the junction.

I hope the above response is helpful and please do not hesitate to contact me if I can provide any further information.

Yours sincerely



**Director, Investment Planning**

Email: 