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Please ask for/reply to Steve Iles

Selena Lynch
Senior Coroner for South London
Croydon Coroner's Court
Barclay Road
Croydon CR9 3NE

Your Ref:
Our Ref: DE/R28/HWAYS/001

Date: 10 December 2014

Dear Selena Lynch,

Regulation 28 : Report to prevent further deaths
Addiscombe Road / Cherry Orchard Road

I refer to your regulation 28 report regarding the death of Roger William Morris De Klerk at the junction of Addiscombe Road / Cherry Orchard Road on the 12th November 2013.

Following the findings of your Coroner's inquest, the council has agreed to carry out a detailed review of the junction of Addiscombe Road / Cherry Orchard Road with the aim of finding any improvements that will assist cyclist and improve road safety at this site. To this end, the council is requesting TfL's design team (with expertise employed on TfL's cycling better junction review and central London cycle Superhighway design) to carry out this review and provide the council with a range of workable options. These will include both short term options that can be implemented quickly, and more extensive improvement. We are entering into discussions with TfL regarding cycling Quietway funding with a view to making such more extensive improvement by 2016.

The remit of this review will be to cover the matters of major concern, as raised in your report, which were:-

- Tramlines present a significant danger for cyclists, either by being caught in the lines or slipping on the metal, particularly in the wet.
- The design and appearance of the bicycle lane at the junction of Addiscombe Road and Cherry Orchard Road may cause confusion for cyclists who are apparently required to go on to the pavement before the junction in order to cross it safely. The cycle path continues into the junction so that cyclists turning left will be forced to parallel with the lines, rather than crossing at 90 degrees, which is safer.
- For cyclists who do go onto the pavement, the intended route goes over two tactile paving areas and involves contact with pedestrians crossing at the junction.

- The signage at the junction is confusing and appears to suggest that the tram route is a cycle route, yet the lines are frequently close to pavement at the junction and at other areas further along Addiscombe Road.

The review requires a clear and defined brief, which has been completed and provided to the TfL designers. The first site meeting with the designers is taking place on Friday 12th December 2014 thereafter we are looking to receive design proposals in April 2015 and at this stage it is not possible to confirm when any works will commence but it is our intention to implement during the 2015/16 financial year.

The council also appreciates that the issues for cyclists when crossing the tram tracks may exist at other locations along the tram network. For this reason the Council has discussed with TfL Tramlink the possible application of proprietary products which fill in the gap within the rail but to date have not found anything that is suitable for in street application and that do not have a significant risk to the operation. However Tramlink are committed to researching other solutions and have meetings set up in the New Year with railway suppliers and plastic suppliers. We will review signing and markings at all other sites in Croydon where cyclists cross the tram tracks to check for and rectify any other potentially confusing signing and marking.

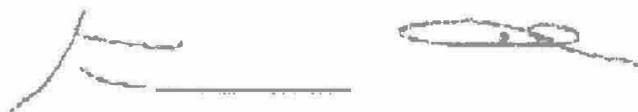
All this work is to be carried out in partnership with TfL Tramlink, TfL Buses, TfL's traffic signal unit, the Metropolitan Police, the Council's Strategic Transport planners, the council's Access Officer and representatives of the council's facilitated Cycle Forum. This collaborative approach aims to ensure that any proposals put forward are carefully considered and provides a holistic solution that balances the needs all road users.

TfL has proposed and is developing designs for a second tram 'Loop Line' within the town centre utilising Dingwall Road. Dingwall Road has also been designated one of London's Quietway cycle routes by TfL. We are clearly engaged with TfL in both these processes and will keep a constant focus on enabling cyclists, pedestrians and other road users being able to safely share the public realm with trams.

I hope that this provides sufficient assurance as to the council's commitment to help cyclists and all other road users pass through and share this junction in the safest possible manner; and at other sites in Croydon where the paths of cyclists and trams cross.

If there are any further points arising, please do not hesitate to contact me.

Yours sincerely,



Steve Iles
Head of Highways and Parking Services
Croydon Council