



Mr S N Nicholls  
The Coroners Court  
Stafford Road  
Bournemouth  
Dorset  
BH1 1PA

Dear Mr Nicholls

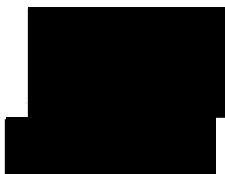
**Re: Inquest into the death of Daniel Warwick Jones**

I am writing with regard to the actions we propose to take following receipt of your report into the death of Mr Jones as a result of a road traffic collision on 26 May 2013 at the A356/Toller Porcorum road junction in Dorset.

Since receipt of your letter and report, experienced officers in the Traffic Engineering have investigated this matter and produced an action plan for this location and route. Please find attached our report as to the actions to be taken and comments on further questions raised in your initial report.

I trust that this information is of use to you. If you have any further questions please do not hesitate to contact me.

Yours sincerely



Head of Dorset Highways Management

Enc.





## **Regulation 28: Report to Prevent Future Deaths (1)**

### **Dorset County Council Response**

Inquest into the death of Daniel Warwick Jones on 26 May 2013 which occurred on the A356 at the junction with Toller Lane.

Following the letter received from Mr Nicholls, Assistant Coroner, dated 3 February 2014 (ref SJN/LJ/450-2013) enclosing Annex A - Regulation 28: Report to Prevent Future Deaths, the County Council responds with the comments and actions detailed below:

I can confirm that the County Council, as the local highway authority, has the power to erect traffic signs under the Road Traffic Regulation Act 1984 and that they shall conform to the Traffic Signs Regulations and General Directions 2002 (SI3113).

The County Council will erect additional 'Side Road Ahead' warning signs on the offside, on both approaches to the above junction, along with distance plates at the first of the existing deflection arrow road markings. A 'SLOW' road marking will also be laid for eastbound traffic on the nearside.

The 'Matters of Concern' are noted, however it is very common for road users not to notice traffic signs and road markings on roads they use on a regular basis since they are so familiar with the conditions they are likely to encounter. Traffic signs tend to be used by those who do not normally travel a given route.

The road is subject to the national speed limit since this is appropriate to the class and conditions generally found along the A356. Lower limits are used to protect communities from traffic travelling at unreasonable speeds in built-up areas. 50mph limits are used on some routes or sections of road with a poor collision record but this does not apply in the case of the A356 in Dorset.

A lower speed limit through junctions on this road would not be readily understandable and therefore, seem unreasonable to drivers so they would be unlikely to conform. Indeed, they may even contribute to incidents similar to the one in question, where a driver slows to comply and another uses it as a chance to overtake. They may also give rise to an unreasonable expectation of enforcement and if this does not happen the limits would rapidly fall into disrepute and be routinely ignored.

The provision of double-white lines through the junctions, such as the one where the fatality occurred, would be contrary to the guidelines issued by the Department for Transport. Such measures are to be used where there is a visibility problem such as at bends or dips. They are also used to protect right-turn lanes and on three-lane roads. Their use through a junction where visibility is very good is likely to bring them into disrepute leading to non-compliance.

In general, the major junctions on this part of the A356 are treated in a consistent manner with regard to signage and it must be pointed out that this fatality is the only recorded collision involving personal injury in the last fifteen years at this particular junction.

After every fatality an experienced member of the Traffic Engineering staff meets a Police Officer to see if there are any factors regarding the condition of the road, signs and road markings which may have contributed to the collision. The resulting report forms part of the report prepared for the Coroner by the Police. In this case no further action regarding such matters was recommended.

To summarise, the existing signage will be augmented by signs on the offside to alert those who might be overtaking to the presence of the junction ahead at Toller Lane. The existing deflection arrows and thickened centre line will have a 'SLOW' road marking laid opposite the new sign for eastbound traffic.

Unfortunately, the other suggestions contained in the Report to Prevent Future Deaths would not conform to the policies and guidelines issued by the Department for Transport or the County Council in this instance.

RMS/SJC/4268  
24 March 2014