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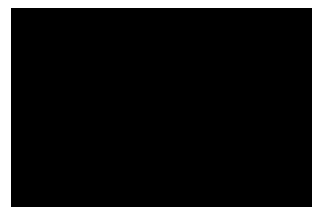
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IN THE CORONERS COURT SITTING AT LEAMINGTON SPA  
INQUEST INTO THE DEATH OF SEAN ANDREW MORLEY  
RESPONSE OF WARWICKSHIRE COUNTY COUNCIL TO CORONER'S  
REGULATION 28 REPORT TO PREVENT FUTURE DEATHS

- 1 , Mr Morley died as a result of a road traffic collision on 2 September 2012, He was walking home after a night out along the A444 Bedworth bypass between Walsingham Drive roundabout and the junction with Sutherland Drive, and was struck by a car travelling from the Coventry direction, in the early hours of the morning.
2. The following is the response of Warwickshire County Council to the concerns expressed by the Coroner in paragraph 5 of his regulation 28 report to prevent future deaths dated 24 March 2014.
3. It is accepted that during the course of the investigations into the circumstances leading to Mr Morley's death, it became apparent that there is evidence of pedestrian footfall along the A444, in the form of a welltrodden path in the verge. At the inquest into Mr Morley's death, evidence was given by a Road Safety Engineer on behalf of the County Council that a CCTV survey had been commissioned to determine the level of pedestrian and cyclist use. Analysis of this footage and the direction of travel of pedestrians is still to be carried out.
4. Evidence was also given that proposals to introduce a footpath to enable pedestrians to walk between Walsingham Drive and Sutherland Drive, separated from the fast moving traffic would need to be properly investigated through a feasibility study. A feasibility study is to be carried out by consultants on behalf of the County Council and the level of footfall provided by the CCTV survey will feed into this study, giving a clear understanding of the level of usage such a facility would attract. This study will consider the cost and benefit of the introduction of a footpath, given the limitations of the road safety budget. Included in the study will be the speed limit for the road and other factors such as street lighting etc. The feasibility study is expected to be completed by the end of September 2014.
5. The separate injury collision referred to in paragraph 5(2) of the Coroner's report, has been investigated. This incident took place near to the layby opposite the junction for Sutherland Drive. This accident involved a pedestrian who was walking along the A444 from the Coventry direction towards Nuneaton. It is not clear from the police accident report how the pedestrian came to be involved in a collision as there is insufficient information relating to the collision detailed in the police report. However, this collision will be considered when the feasibility study is completed, so

that we are certain all reported pedestrian collisions are included in the analysis.

6. The location and usage of the layby raise other concerns. It is apparent that there are people being picked up or dropped off from vehicles in this layby, who subsequently walk across the A444 to or from premises off Sutherland Drive. This location is also to be assessed to determine if it would be advisable to remove the layby, in order to prevent the pedestrian movements across the A444 in this location. A CCTV survey has been conducted, the results of which will be analysed and an assessment made of the layby and its viability.
7. At the inquest, the lack of warning signs to deter pedestrians from using this route was discussed. The Traffic Signs, Regulations and General Directions 2002 which prescribe the types of sign permitted to be used on the highway, do not include signs for this purpose, that are approved for use on the highway. However, Warwickshire County Council has made a commitment to introduce barrier railings, to be positioned at locations where the footway around the roundabout at Walsingham Drive terminates; and warning signs that are designed to inform pedestrians and other vulnerable road users that alternative routes are available, and to advise them of the dangers posed by walking or cycling along a dual carriageway with a 70mph speed limit. The type of sign proposed is to inform pedestrians of the alternative routes, rather than a typical road sign, that is more appropriate for drivers to take heed of. It is therefore considered acceptable to introduce such signs even though they will not conform to the Regulations applicable for road signs. This work is currently at the design stage, and is expected to be introduced by the end of June 2014.



Head of Law and Governance  
Warwickshire County Council