

Dr E Carlyon
Coroner for Cornwall
The New Lodge
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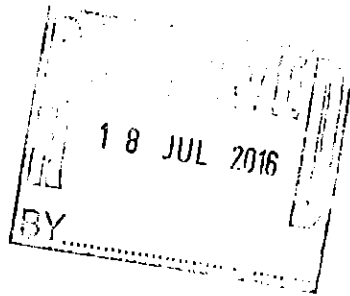
Your ref:

My ref:

Date:



13 July 2016



Dear Dr Carlyon

A3075 Lambourne Mill Bend, Perranzabuloe

Thank you for your letter dated 24 May and attached report with respect to a road traffic collision on the above highway.

The Council has now thoroughly investigated the circumstances of this unfortunate incident and as we did not attend the inquest have made efforts to speak to the Senior Investigation Officer and Collision Investigator. We have, of course, also examined and reviewed all the accident data kept by the Council.

After careful consideration of the facts resulting from our investigations, advice from the Council's lead Road Safety Auditor, the content of your report and the geometry of this particular highway, the Council has concluded that any works at this site such as crash barriers or Cornish hedging are as likely to cause injury to occupants of any vehicle that fails to negotiate the bends as to protect them from it. We note that in this instance the head injuries to Mr Siddall resulted partly from his failure to wear a seat belt rather than from an excessively violent impact. Indeed, the impact itself was relatively minor and Mr Siddall's vehicle continued to drive over the field largely undamaged until it came to rest at the stream. Had a solid barrier been at the foot of the hill, the likely deceleration would have been greater not lesser than Mr Siddall experienced, and it may very well have resulted in exactly the same unfortunate outcome.

Whilst we are aware of anecdotal reports of vehicles ending up in the field ('damage-only' accidents), only one other accident has been formally reported in the last five years at this location (a minor injury collision). Given the severity of this bend at the foot of a long, steep hill on a principal road, this is an unexpectedly low accident and injury rate. The lack of injury may well be attributable to the comparatively benign path into the field beyond. Consequently, blocking this with a solid fence or hedge could result either in a more severe direct impact if drivers lose control, or their redirection into the path of oncoming traffic with the potential for further injury.



This would only be worthwhile if the accident record itself warranted this compromise, and it does not appear to do so at the present time; we would be in danger of creating greater numbers of injuries than the measure might prevent.

In 2003/4 the council carried out a Local Safety Scheme on this bend, erecting large yellow-backed chevrons and widening and hatching the bend. This has proven to be very effective in terms of the accident record, and the bend has not been on the Council's list of accident cluster sites since this work was undertaken. In recent years the speed limit has also been reduced to 40mph (from 60mph), although this is somewhat academic given the nature of the corner. There is little further that could be done to ensure drivers are aware of the severity of the bend, and to help them remain on the road.

In light of the above, therefore, the Council does not believe it is suitable to introduce solid restraints to the outside of the bend. The Council will, however, continue to monitor the site and others like it in conjunction with the police.

I thank you for bringing this matter to our attention and giving us an opportunity to review the site.

Yours sincerely



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