

Adran Yr Economi a Seilwaith  
Department for Economy and Infrastructure



Llywodraeth Cymru  
Welsh Government

Her Majesty's Senior Coroner  
North West Wales  
37 Y Maes  
Caernarfon  
Gwynedd  
LL55 2NN

For the attention of: Dewi Pritchard Jones

Our Ref: OC-01011-18  
Your Ref: DJP/AWH20920

Date 7th November 2018

Dear Sir

**RE REGULATION 28 REPORT – ELIJAH OLUWAGBENGA SHOTADE DECEASED**

Thank you for your letter of 18<sup>th</sup> September.

I was very sorry to hear of the death of Mr Shotade on 31<sup>st</sup> August 2018.

I note that you have raised concerns with regard to two issues detailed in Section 5 of your Regulation 28 Report:

*"The MATTERS OF CONCERN are as follows. -*

- (1) That the layout of the road is such that motorists driving in a west bound direction will remain in the east bound lane after overtaking and are unable to return to their nearside lane.*
- (2) That many sat.navs direct a west bound motorist to bear right thereby encouraging them to enter onto the east bound lane."*

I have set out below details of the action that has been taken or will be taken in response to the concerns outlined in your report and your investigation into the death of Mr Shotade.

North Wales Police first drew the Welsh Government's attention to a potential issue at this location in January 2018. This followed two incidents that occurred at the end of 2017.

The first was on 30<sup>th</sup> November 2017 and resulted in serious injuries when a van travelling westbound crossed the centreline and collided with a car travelling in the opposite direction. The van driver, who was inexperienced at driving on the left and had had little sleep in the previous 48 hours, later admitted dangerous driving and was given a 16 month prison sentence and was banned from driving in the UK for 32 months.

The second was on 23<sup>rd</sup> December 2017 and involved a westbound vehicle entering the eastbound carriageway purportedly as a result of a satellite navigation system instruction. Thankfully, no collision occurred.

Following discussions with North Wales Police in February 2018, the Welsh Government inspected the road layout and signing and reviewed the collision records to establish whether there was an historical pattern of similar incidents at the location.

The traffic signs and road markings were in compliance with the required standard – the Traffic Sign Regulations and General Directions (TSRGD) 2016. The collision records for the previous 5 years (1<sup>st</sup> January 2013 to 31<sup>st</sup> December 2017) did not highlight any pattern of previous collisions similar in nature to those outlined above.

Notwithstanding the outcome of these investigations the Welsh Government decided to carry out a review of the traffic signing and road markings across the A55 Britannia Bridge and implement any recommended improvements as soon as possible in the 2017/18 financial year.

The review concluded that although the relevant traffic signs and road markings complied with standards, they could be reinforced to further reduce the risk of westbound vehicles crossing over into the eastbound carriageway.

The works were programmed to commence in September 2018, when the fatal collision that is the subject of your letter occurred on 31<sup>st</sup> August 2018. The final report on the incident from North Wales Police is awaited, pending completion of their investigations, which I will consider in addition to the inquest conclusion.

The extension of the double white lines prohibiting overtaking over the whole length of Britannia Bridge and lane arrows to reinforce the direction of travel has now been completed. Improvements to the signing, which will affirm that vehicles should keep left, will follow before the end of the financial year.

The design of all improvements has been subject to Stage 1 and 2 Road Safety Audits. A Stage 3 Road Safety Audit will be carried out following the implementation of all the improvements. The safety of the site will continue to be monitored as part of the Stage 4 Road Safety Audit process.

While satellite navigation systems are a navigational tool for drivers, it remains the driver's responsibility to observe and obey road markings and signs. If a satellite navigation system instruction is likely to lead to a manoeuvre that endangers other road users, the driver of a vehicle should not comply with it. Drivers must not follow any satellite navigation system instructions which would be to the detriment of road safety.

The works outlined above seek to reinforce the driver's understanding of the road layout at this location, however, ultimately drivers remain responsible for ensuring that they do not fall below the standard expected of a competent and careful driver.

If you wish to discuss this letter, then please contact me on [REDACTED]

Yours faithfully,

[REDACTED]

Deputy Director  
Network Management Division  
Welsh Government