

	REGULATION 29 RESPONSE TO A REPORT TO PREVENT FUTURE DEATHS THIS RESPONSE IS BEING SENT TO: 1. The Assistant Coroner for the coroner area of Milton Keynes, Dr Sean Cummings, of Civic Offices, 1 Saxon Gate East, Milton Keynes MK9 3EJ in response to a 'Regulation 28 Report to Prevent Future Deaths' before an inquest into the death of Amal Mohamed Ahmed.
1	NATIONAL HIGHWAYS I am [REDACTED], Regional Director, East region, Operations Directorate, responding on behalf of Nick Harris, Chief Executive of National Highways Limited of Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ.
2	CORONER'S MATTERS OF CONCERN The MATTERS OF CONCERN are as follows:– The adequacy and positioning of the No Entry signage at the exit point of the A5 "off" slip road at the Little Brickhill junction, including the 'No Entry' road markings at the junction and that the junction is unlit. Consideration should be given to alternative arrangements to prevent vehicles entering and travelling along the A5 "off" slip road in the wrong direction.
3	DETAILS OF ACTION TAKEN Further temporary signing has been put in place at the exit point of the A5 off slip at the Little Brickhill junction in the form of two large 1200mm 'No Entry' signs on A-frames on each side of the carriageway (Traffic Signs Regulations and General Directions (TSRGD), Diagram 616 <i>No entry for vehicular traffic</i>). These signs are intended to provide mitigation against further wrong way driving incidents while a full safety review of the junction has been undertaken. A site visit has been undertaken during daylight and dark conditions on Monday 11th December 2023 between 15:30hrs and 18:30hrs. The site visit included a drive-through of the site extents within the A5 Trunk Road boundary (as the strategic road network (SRN) is inaccessible by foot at this location) and a drive-through and walk-through of the adjoining Woburn-Little Brickhill road that is the responsibility of the local authority (Milton Keynes City Council). The site visit has informed a full safety review of the junction, including an assessment of the junction against the latest version of National Highways' <i>Wrong Way Driving: Mitigation Toolkit (v1.2 January 2021)</i>. The junction had previously been assessed against the previous version of the toolkit (first issued in 2017). The key points established by the safety review of the junction are as follows: Detailed analysis of the 10-year collision history for the period 01/01/2013 to 31/12/2022 shows that there have been two personal injury collisions recorded. Both resulted in slight injuries. Both were

	single vehicle loss of control incidents, one involving a motorcycle and the other involving a car. Neither involved wrong way driving. • Since the collision, Thames Valley Police has shared reports of near misses associated with wrong way driving at the junction. They provided details of 7 occasions, 5 dated between February 2022 and November 2023, and 2 on unknown dates. These have not previously been reported to National Highways. National Highways have also not directly received any customer complaints or correspondence about wrong way driving at this junction. • The site assessment has established that, when measured against the Wrong Way Driving Toolkit, the junction has all the required 'standard' mitigation measures in place. However, potential improvements to road markings and signage on both National Highways and Milton Keynes City Council's network have been identified. • Street lighting is not present at the junction or on the main A5 carriageway at this location. • The site assessment identified potential additional measures from the wrong way driving mitigation toolkit for consideration. ○ Full height reflective post banding – the addition of one sided reflective post banding on the posts supporting the 'No Entry' signs to increase the conspicuity of the signs during hours of darkness and in poor weather conditions. ○ Secondary pair of no entry signs – a secondary pair of 'No Entry' signs be provided, set back further from the junction along the A5 off slip. These additional signs would highlight to drivers that might miss the signs at the junction that they are travelling in the wrong direction. Depending on the available width, these signs could be of the larger roundel size of 900mm diameter. ○ Reduced mounting height of signs – if secondary 'No Entry' signs are provided, mounting them at a minimum height of 900mm could increase their conspicuity further. • One further element of the existing junction layout was identified for further review namely. ○ Width of the junction bell mouth at the end of the A5 off slip – the A5 off slip and junction bell mouth is two lanes wide. The bell mouth is effectively widened by the concrete overrun area along the eastern edge of the bell mouth. Reducing the width of the junction with hatched road markings may increase the conspicuity of the 'No Entry' measures. Further work will be undertaken to understand the capacity of the junction and whether the junction width can be reduced. • We continue to liaise with Milton Keynes City Council, who are responsible for the Woburn-Little Brickhill Road, with respect to the points raised above relating to their road and will continue to do so.
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4	DETAILS OF FURTHER ACTION PROPOSED We will continue more detailed development of options to enhance the mitigation measures in place on the A5 off slip road and increase their conspicuity to drivers, as detailed in section 3 above. We will establish which enhanced measures are to be progressed. We will continue to engage with Milton Keynes City Council to progress the improvements to the measures relating to the Woburn-Little Brickhill Road. We will coordinate the progress of both organisations to ensure all improvements are delivered as a coherent package simultaneously. We will continue to work closely with Thames Valley Police, with whom we have a close and collaborative relationship. We will work with them to optimise the process by which concerns relating to the strategic road network are reported. Following the conclusions of the more detailed development of options and the work to establish which enhanced measures are to be installed as set out above, I will write to you again by 28th June 2024 setting out the further actions National Highways has taken and intends to take.				
5	TIMETABLE FOR ACTION <table border="1" data-bbox="304 1003 1353 1173"> <thead> <tr> <th data-bbox="304 1003 564 1070"><u>DATE</u></th><th data-bbox="564 1003 1353 1070"><u>ACTION</u></th></tr> </thead> <tbody> <tr> <td data-bbox="304 1070 564 1173">28/06/24</td><td data-bbox="564 1070 1353 1173">Confirm which options for enhanced mitigation measures are selected to be implemented and provide proposed delivery timescale</td></tr> </tbody> </table>	<u>DATE</u>	<u>ACTION</u>	28/06/24	Confirm which options for enhanced mitigation measures are selected to be implemented and provide proposed delivery timescale
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6	SAFETY OF ROAD USERS The safety of everyone on our road network matters; it is an imperative for our business in what we set out to achieve and a core value of our organisation in how we go about it. The action taken and planned on the A5 is designed in this light to help to prevent future deaths at this location.				
7	14 February 2024 Signed: Regional Director on behalf of Nick Harris				