



Our ref:  
Your ref:

Mr M D Fleming  
Senior Coroner for West Yorkshire Western Coroner  
Area  
HM Coroner's Court,  
Cater Building  
1 Cater Street  
Bradford  
BD1 5AS

**Operations Regional Director**  
Piccadilly Gate  
Store Street  
Manchester  
M1 2WD

[www.nationalhighways.co.uk](http://www.nationalhighways.co.uk)

16 October 2024

Dear Mr Fleming

**Reg 28 Report - After Inquest PORTMAN M J 17122023**

Thank you for your correspondence dated 27 August 2024.

National Highways has investigated the circumstances of the incident and the items raised by the Coroner at this location. This includes undertaking a site visit on the 4<sup>th</sup> September 2024 and talking to both West Yorkshire Police and Calderdale Council representatives.

I can confirm that National Highways is the Highway Authority for the M62 motorway and the exit slip roads at junction 22. This extends up to the marked timber boundary fence and cattle grid at the interface with the A672. Beyond this point Calderdale Council is the relevant highway authority, including the A672 carriageway and immediate slip road interface.

The slip road from the east bound M62 consists of a single wide lane dropping down from the mainline carriageway with open forward visibility. The alignment of the slip road includes two progressive bends, first to the left and then right, prior to the interface. Drivers leaving the motorway have a full and uninterrupted view of the slip road, including the changes in longitudinal alignment, for over 250m along the approach to the junction.

At the end of the slip road, prior to the junction with the A672, a metal cattle grid spanning the full width of the slip road is installed to deter stray animals entering the motorway. The junction of the exit slip road and the A672 is controlled by 'Give Way' signs.

From the mainline diverge the slip road drops towards the junction which is located below the level of the mainline carriageway. An overhead concrete sign gantry, showing the destinations accessible at the junction, is located approximately 200m prior to the A672.

From this position the forward visibility is such that there is a clear and unobstructed view along the slip road up to the junction.

There are additional warning and direction signs installed along the slip road, between the gantry and A672 junction, as outlined below:

- i) A warning sign assembly, consisting of a 'hazard ahead' triangular sign, together with a supplementary plate indicating 'cattle grid' is located within the nearside verge, 135m prior to the junction.
- ii) A large 'map' type direction sign is also located within the nearside verge, approximately 35m further along the slip road (100m from the junction). This clearly shows the A672 dual carriageway footprint and layout, indicating the destinations that can be accessed from the junction.
- iii) A 'chevron' type sign, indicating the change of alignment to the right, approaching the junction interface, is located within the nearside verge, 10m prior to the cattle grid.
- iv) The nearside and offside extents of the cattle grid are adjacent to timber boundary fences and are marked with vertical black and yellow reflective signs to visually highlight these areas.
- v) At the time of the incident in question there was also a post mounted 'End of Motorway Regulations' sign installed in the nearside verge, in line with the cattle grid itself. This was damaged in the collision and at the time of the site visit had not been replaced.

The above signs are installed along the section of the slip road for which National Highways is responsible. Between the cattle grid and the A672 carriageway there are some additional traffic signs and carriageway markings. These are on the section of the slip road that is outside National Highways area of responsibility. The traffic signs are installed on both the near and offside of the carriageway interface with the A672 and consist of co-mounted 'Give Way' and 50mph speed limit signing. These were installed by Calderdale Council in April 2024 as part of a 50mph speed limit scheme on the A672, replacing the previous 'Give Way' signs in the same locations.

There are also white thermoplastic carriageway markings in the form of Give Way triangles and broken white lining to delineate two traffic lanes and a 'ghost island' separation at the junction. The ghost island arrangement would normally consist of a hatched area which is not present at this site.

Forward visibility along the slip road is clear and uninterrupted, and the current 'chevron' signing specifically addresses the change of alignment at the A672 junction approach.

The traffic and signs installed at this location all comply with best practice guidance and current legislative requirements. The damaged 'End of Motorway' sign identified during the site visit is scheduled to be replaced by the end of October.

We have access to historical records of collisions that result in personal injuries or fatalities for the motorway network and can confirm that, with the exception of this incident, there have been no other recorded incidents over the previous 10 year period at this location.

In examining and assessing the current situation, we believe that the current layout and signing strategy adequately conveys the necessary and appropriate information regarding alignment and detail of the junction in order to enable the slip road and junction to be approached at an appropriate speed. We therefore do not propose any alterations to the current junction layout or speed limit along the slip road.

I hope that you find this information helpful.

Yours sincerely

[Redacted Signature]

[Redacted Name]

Operations Regional Director

Email:

[Redacted Email Address]