

Rachael C Griffin
HM Senior Coroner for Dorset
The Coroner's Office
Civic Centre
Bourne Avenue
BOURNMOUTH
BH2 6DY

Date: 30 June 2025**Ref:** [REDACTED]**Officer:** [REDACTED] Interim Chief Executive

① [REDACTED]

✉ [REDACTED]

Sent via email to: [REDACTED]*and copied to* [REDACTED]

Dear Ms Griffin

Regulation 28: Prevention of Future Deaths Report Response
Deceased: Charlotte Avis (DOB 20 April 1992, DOD 1 December 2022)

Thank you for your Regulation 28 Report, received on 22 May 2025, following the hearing on 1 May 2025. I was deeply saddened to learn of the tragic death of Charlotte Avis and would like to extend my sincere condolences to her family and friends.

This is a response to the Regulation 28 report which sets out the following concerns affecting Dorset Council:

(1) Evidence has been provided that between 01.01.2014 and 24.03.2025 there have been 8 road traffic collisions at the site of Charlotte's death which is referred to as Loscombe Crossroads, near Sherborne, Dorset. Those collisions have resulted in slight, serious and fatal injuries being sustained by those involved. There have been 4 fatalities from 3 of the collisions in a 4 year period. These fatalities occurred on 21.01.2020, 01.12.22 and 20.02.24. The last of these fatalities occurred after Charlotte's death.

(2) Although the speed of the road was reduced by Dorset Council on 11th October 2024 from 70mph to 60mph, I have concerns around the layout of the road and the number of collisions in the area, and that there could be future deaths that occur.

Response to Concerns

A wide variety of factors influence the occurrence of road traffic collisions, many of which are beyond the direct control of Dorset Council, such as human error and behaviour. Road safety is one of the Council's highest priorities, and we follow the Safe System model considered to be international best practice in road safety by the World Health Organisation, which aims to implement mitigations that address common human errors or consider significant highway improvements when necessary.

Following the collision, we have investigated whether there are opportunities to improve road safety at this junction.

We have carefully considered your report and can outline our proposed response:

1. We plan to implement a temporary traffic regulation order under Section 14(1)(b) of the Road Traffic Regulation Act 1984. This order will prohibit all right-turn, U-turn, and straight-over movements for vehicular traffic entering and exiting Marl Lane and Old Compton Lane at the Over Compton junction. These measures are scheduled to come into effect this summer.

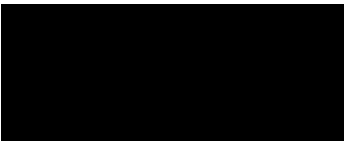
As with all temporary orders, we will closely monitor the situation to ensure that we do not inadvertently disperse risk. This measure will be regularly reviewed for a maximum of 18 months, during which time we will consult on the possibility of making these measures permanent.

2. Records show a high number of collisions along the entire length of the A30 dual carriageway between Yeovil and Sherborne, with many vehicles significantly exceeding the speed limit. Therefore, we are conducting a feasibility study to introduce Average Speed Cameras to ensure compliance with the recent change in speed limit to 60mph. This work will involve close collaboration with stakeholders, including Dorset Police.

A key element of the Safe System model is the recognition of the need for safe speeds. If we do not see the required reduction in the number of excessively speeding vehicles and a decrease in overall collisions and their severity, further calming measures will be considered.

These options require a significant capital outlay, underscoring Dorset Council's commitment to improving road safety on the A30 and particularly at the Loscombe Crossroads.

Yours sincerely

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Interim Chief Executive