



Mr R. Surridge

Technical lead Road Safety / Highways team

Herts County Council

29th October 2025

Dear Rob

As the head of department for the collaborated Bedfordshire, Cambridgeshire and Hertfordshire Roads Policing portfolio, encompassing road death investigations and Traffic Management Officers, I wish to make comment surrounding the Regulation 28 Prevention Of Future Deaths Order directed towards Hertfordshire County Council, dated the 4th September ([REDACTED]) by MR Sullivan regarding the sad and tragic road death of Cheryle Edwards pursuant to a road collision on the 28th September 2023 on Sarratt Road , Croxley ,Green Hertfordshire.

In preparation of the case and during verbal presentation of the evidence to Mr Sullivan my detectives made commentary that speed was a likely causation of the collision, and the national speed limit at the location represented a risk of future collisions. The commentary about future road user risk is unusual for my detectives to make and is not the norm, however they are entitled to make an informed opinion under oath to assist the Coroner. The detectives presenting from the Serious Collision Investigation Collision Unit are very experienced and professional officers having completed hundreds of such investigations and can be classed as Subject Matter Experts in their field. However, this field would be for investigation purposes and not the wider design of the road, road safety best practice/principles regarding influence/compliance of road users. It is my opinion that the detectives have acted in good faith in presenting their evidence, have been open with their opinion to assist the Coroner and deliver public protection, they have not acted with any intentional or unconscious bias to any party.

I have subsequently discussed the matter with my Traffic Management Officers who are Subject Matter Experts in the wider field of road design signage and maintenance. These officers have rightly referred to Sarratt Road as being a national speed limit in a rural location with relatively low vehicle use compared to high density town centre / urban locations. In this regard , due consideration needs to be made to the detailed documents from Government – *Setting local speed limits* ¹and the HCC *speed management strategy*.²

¹ [Setting local speed limits - GOV.UK](#)

² [Speed Management Strategy 2020](#)

Both documents seek to ensure consistency across similar road types and speed setting should not be a singular solution to any safety concerns for a road where road death and injury rates are known to be high. Therefore, the refined, considered and nuanced Roads Policing position, on behalf of Hertfordshire Constabulary, is this that any determination on road safety solutions, if any, should be at the considered direction of HCC as the responsible authority utilising their own expert assessment and being consistent with local and national strategy. Furthermore this road has had only 1 fatality /serious collision in the last 5 years , speed limit was not evidenced as a key issue within the forensic collision report ,albeit analysis was difficult due to the nature of the collision and relying on pedestrian throw distance , therefore the police Traffic Management Officer opinion is that the speed limit does not need to be reduced and remains within the consistency and parameters of speed management strategies.

Police Traffic Management Officers work very closely with HCC and key stakeholders with the Hertfordshire Speed Management Group assessing bespoke local sites and aligning practical interpretation to national speed strategy parameters.

The Police Traffic Management Officers would normally be part of a multi-agency post collision review process , this did not take place for this collision as it was not originally felt that there was any highway issues as a factor to consider in this case ,as result there was no bespoke Subject Matter Experts present at the Coroner's hearing to support the Coroner and respond to questions.

I would also highlight that some differing professional views and opinions is a healthy position under strong partnerships to enable open conversations on a range of solutions to a problem, to protect the public professionally, pragmatically and proportionally to the risk. However, I am very conscious on how a differing initial views may be perceived by both the Coroner and Cheryle Edwards' family and I would be happy to speak to either or both in person to explain this further.

In summary the response to the Coroner's question as to what considerations as to how the road could be made safer, holistically, now sits with HCC colleagues, but I hope the above provides some assistance with this.

I am happy for this letter to be shared in full or in part within your formal response to the Regulation 28 notice.

Yours sincerely

A solid black rectangular box used to redact the signature of the sender.

Chief Inspector [REDACTED]

Head of Roads Policing.

Specialist Operations.