



Department
for Transport

From the Parliamentary
Under Secretary of State

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27 May 2026

Dear Mr Parsley,

Thank you for your letter enclosing a Regulation 28 Report following the conclusion of your inquest into the death of Allan Stevenson.

I was very sorry to hear of Mr Stevenson's tragic death, and my thoughts are with his family and friends. I would also like to thank you for your investigation and for setting out your concerns.

I note the issues you have raised in relation to the temporary traffic management arrangements in place at the time of the incident, including the design and implementation of the layout, the clarity of the arrangements for road users, and the oversight of changes made on site.

The Department's role is to set the overarching legal and policy framework for road safety and to provide guidance. Responsibility for the design, approval and monitoring of temporary traffic management arrangements sits with those undertaking the works and the relevant highway authority. These parties are responsible for ensuring that arrangements are appropriate for the specific circumstances on site.

Existing guidance, including the Safety at Street Works and Road Works Code of Practice, sets out clear requirements for the planning, design and implementation of temporary traffic management. A failure to comply with the Safety Code could be used as evidence of a failure to fulfil legal obligations to sign, light and guard works.

The Code includes requirements to plan site layouts in advance and to implement those arrangements on site (Part 1, p.9–10), and to ensure that the full extent of the works area, working space and safety zone is appropriately protected, including through the correct placement of cones and barriers (Part 2, p.19–22).

The Code also requires that temporary traffic management arrangements remain compliant and safe as works progress, including where changes are made on site and where risk assessments must be reviewed accordingly (Part 1, p.9–10).

The Code further requires that arrangements are clearly signed and designed so that road users can readily understand the layout and what is expected of them, with signs correctly positioned, visible and set out in the appropriate sequence (Part 2, p.16–18). It also requires that arrangements are monitored and maintained, and that any issues identified through inspection are addressed promptly (Part 2, p.81–82; Part 3, p.93–94). These requirements are intended to ensure that traffic management remains safe and effective throughout the duration of the works.

In addition, the Code places strong emphasis on the safety of vulnerable road users, including pedestrians and cyclists, requiring that their needs are considered as part of site-specific planning and risk assessment, and that suitable provisions are made for their safe passage through or around works (Part 1, p.5; Part 2, p.35).

The Department considers that, when applied effectively, this framework provides a robust basis for the safe management of works on the highway. We are currently reviewing the Code of Practice and intend to consult on proposed updates later this year. This work will build on the existing framework, including strengthening expectations in relation to cyclists and improving the clarity of temporary traffic arrangements, and will take into account the concerns raised in your report.

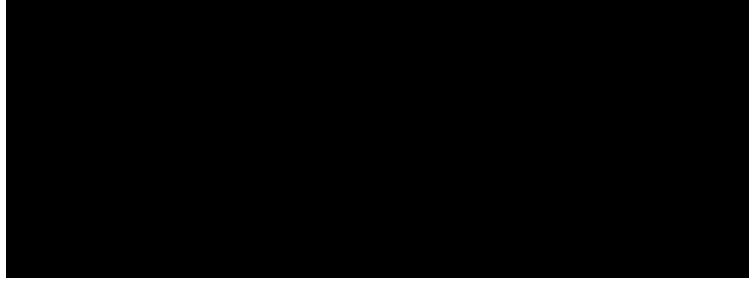
The code does not set out a specific procedural framework for managing last-minute changes to traffic management plans. Instead, the code establishes a principles-based approach, requiring works to be properly planned, risk assessed, and delivered by competent personnel, with traffic management adapted to actual site conditions to ensure safety at all times.

More generally, the regulatory framework for street works requires close coordination between works promoters and highway authorities, and for traffic management arrangements to be appropriate for the circumstances on the ground. It also provides for inspection by highway authorities to ensure compliance with requirements. Decisions on the specific design and implementation of such arrangements rest with works promoters and highway authorities.

While it would not be appropriate for me to comment on the specific operational decisions taken in this case, I will ensure that the concerns you have raised are carefully considered as part of our ongoing work to support safe management of work.

Thank you again for bringing these matters to my attention.

Yours sincerely,



MINISTER FOR ROADS AND BUSES