



Richard T Middleton, Assistant
Coroner
The Coroner's Office for the
County of Dorset
Civic Centre
Bournemouth
BH2 6DY

Date: 28 September 2026



Dear Mr Middleton

Re: Jet Cameron Thomas-Day (Deceased)

I write in response to your Regulation 28 Report, received on 24 June 2026, following the conclusion of the inquest into the death of Jet Cameron Thomas-Day.

Before addressing the matters raised in your report, I would like to acknowledge the profound loss suffered by Mr Thomas-Day's family and friends. Whilst the purpose of this response is to address matters of road safety and highway management, I recognise that this correspondence will be read by those who continue to live with the consequences of this tragic event. On behalf of Dorset Council, I would like to express my sincere condolences to Mr Thomas-Day's family. We fully appreciate that no review process or highway intervention can lessen their loss, but we are committed to carefully considering any learning that may help prevent similar tragedies in the future.

In your report, you raised the following concerns:

- 1. The speed limit for the stretch of road where the collision took place is set at the National Speed Limit of 60 mph.*
- 2. The speed limit approaching the series of bends where the collision took place when travelling in a southerly direction is 40 mph up until a point just before the series of bends at which point it increases to 60 mph.*
- 3. There is no road sign indicating a suggested maximum speed for negotiating the series of bends.*
- 4. A member of the public who arrived on the scene travelling south on B3390 described himself as an experienced motorcyclist who had knowledge of this stretch of road. He stated "... (it is) a windy country road that requires caution. There are multiple rises and falls and short sections of road have restricted views. Visibility can be as little as 50-100 yards. Due to the road you have to ensure your speed is under control as you don't know what is coming around the corner. I would say this lasts for approx. 2 kms until you enter the next village of Poxwell. I do not believe the road is a 60-mph road due to its layout."*
- 5. A Collision History Report for B3390 showed there had been 3 additional accidents in recent years on the 60 mph stretch of road involving single vehicles.*
- 6. There were no eye witnesses as to what caused Mr Thomas-Day to lose control of his motorbike when negotiating the bend. The weather was fine and dry and the incident occurred in daylight hours.*

7. There was no evidence to suggest Mr Thomas-Day was exceeding the speed limit.

I have considered the concerns raised in your report in consultation with our Road Safety Auditors and road safety professionals within the Dorset Road Safety Partnership. I am also grateful that, following a request from my office, your staff provided additional witness evidence on 7 July 2026 which assisted in developing a fuller understanding of the evidence presented at the inquest.

This level of information sharing between organisations is particularly welcome and aligns closely with the collaborative approach now being developed through the Dorset Road Safety Partnership. The Partnership has recently established a Fatal Collision Review Panel involving both local authorities and Dorset Police. The purpose of the Panel is to improve understanding of the factors contributing to fatal, life-threatening and life-changing road traffic collisions.

Through the systematic review of serious collisions, the Panel seeks to identify potential systemic shortcomings, highlight opportunities for learning, and determine whether elements of the Safe System approach could be strengthened. The process is not intended to assign blame, determine liability or establish culpability. Rather, it provides a safe environment for open, honest and constructive discussion focused on understanding the underlying factors associated with serious collisions and identifying measures that may help prevent similar incidents in the future. It is anticipated that additional partners, including representatives from the NHS, will be incorporated into the process in due course. It is therefore very much in this spirit that Dorset Council welcomes and carefully considers your Regulation 28 Report.

In responding to the concerns raised, I believe it is important to recognise that road traffic collisions occur as a result of a wide range of interacting factors, many of which are outside the direct control of the highway authority, including human error and driver or rider behaviour. Nevertheless, road safety remains one of Dorset Council's highest priorities and we are committed to the principles of the Safe System approach. This approach recognises that people will inevitably make mistakes and takes reasonable steps to manage and design the road network in a way that reduces both the likelihood and severity of collisions when errors occur.

As part of our statutory responsibilities to improve road safety, Dorset Council undertakes a continuing programme of assessment and intervention. This process includes identifying collision cluster sites and high-harm routes and considering appropriate measures to reduce risk. Such measures can range from improvements to road markings and signing, through to speed limit reductions, traffic management measures and, where justified, more significant infrastructure and highway improvement schemes.

I note that your report focuses particularly on concerns regarding the appropriateness of the current speed limit and highlights that there was no evidence to suggest Mr Thomas-Day was exceeding the speed limit at the time of the collision. Having subsequently reviewed the evidence provided to the inquest by the Forensic Collision Investigator, I understand that there was no physical evidence from which the speed of either vehicle, either immediately prior to or at the point of impact, could be reliably calculated.

I appreciate that, for Mr Thomas-Day's family, the absence of clear answers regarding the precise circumstances of the collision may add to the distress and unanswered questions arising from their loss. Whilst it is not possible to draw definitive conclusions regarding speed from the available evidence, it is entirely appropriate that the wider road environment and any potential opportunities for risk reduction are carefully examined.

It is important to note that speed limits are not intended to represent a target speed. All road users are required to drive or ride at a speed that is not only lawful but also appropriate for the prevailing road, traffic and environmental conditions, and within both their own capabilities and those of their vehicle. Whilst the evidence presented at the inquest does not establish the speed at which Mr Thomas-Day was travelling, the circumstances of this tragic collision, together with the history of three previous single-vehicle collisions on this section of road, justify careful consideration through the Safe System lens.

In light of these considerations, Dorset Council has commenced a feasibility study, including a speed survey, to assess whether the existing speed limit along this section of the B3390 remains appropriate. The study will also examine whether additional advisory signing, including speed recommendations for the series of bends, could help improve driver awareness and safety.

This work has been combined with a separate request from local community representatives concerning speed elsewhere on the route. Whilst unrelated to this collision, it is both practical and efficient to consider these matters together as part of a single route-based assessment.

The feasibility study is currently underway and will be completed as soon as practicable, with completion expected no later than the end of the year. Should the assessment conclude that a speed limit reduction is justified and consistent with national guidance, Dorset Council will commence the necessary Traffic Regulation Order process, including consultation with statutory stakeholders and members of the public. Equally, the Council will erect signage warning of the bends, with or without an advisory maximum speed, if the study concludes that would improve safety for road users.

I hope this response provides assurance to both the Court and Mr Thomas-Day's family that the concerns identified through the inquest process have been carefully considered and that Dorset Council is taking proactive steps to review the circumstances identified within your Regulation 28 Report. We remain committed to learning from serious collisions and to implementing proportionate measures wherever there is evidence that they may improve safety and help prevent future loss of life.

Your sincerely,

A large black rectangular box redacting the signature of the Road Safety Manager.

**Road Safety Manager
Economic Growth and Infrastructure
Dorset Council**