

**REPORT TO PREVENT FUTURE DEATHS
REGULATION 28 OF THE CORONERS (INVESTIGATIONS) REGULATIONS
2013**

Please do not include any living persons' names in this document, in accordance with the Chief Coroner's [PFD Publication Policy \(2026\)](#).

1.	CORONER I am Richard T Middleton, Assistant Coroner, for the coroner area of Dorset
2.	DATE OF REPORT Wednesday 24th June 2026
3.	CORONER'S LEGAL POWERS I make this report under paragraph 7, Schedule 5, of the Coroners and Justice Act 2009 and regulations 28 and 29 of the Coroners (Investigations) Regulations 2013.
3.	THIS REPORT IS BEING SENT TO 1. Chief Executive of Dorset County Council 2. 3. You are under a duty to respond to this report within 56 days of the date of this report, namely by 19th August 2026. I, the coroner, may extend the period if an appropriate application is made.
4.	YOUR RESPONSE Your response must contain details of action taken or proposed to be taken, setting out the timetable for action. Otherwise, you must explain why no action is proposed. I have a duty to send a copy of your response to the Chief Coroner. In accordance with the Chief Coroner's Publication Policy, you should send me any representations regarding publication of your response. These representations should be made at the same time as the response is provided. I will pass any representations received to the Chief Coroner for a decision. Please note any links to webpages included in the response will not be checked for sensitive information prior to publication, as the information is already online. The names of those who do not respond to PFD reports are regularly published on the Chief Coroner's webpages Non-responses to Prevention of Future Death (PFD) reports - Courts and Tribunals Judiciary.

5.	SUMMARY OF CORONER'S CONCERN During the course of the inquest evidence was given that 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.
6.	ACTION SHOULD BE TAKEN In my opinion unless action is taken to address the above concerns then there is a significant risk of future deaths and I believe each of you have the power to take such action.
7.	INVESTIGATION AND INQUEST On 26th of August 2025, I commenced an investigation into the death of Jet Cameron Thomas-Day, aged 22 years at the time of his death.

	The medical cause of death was 1 (a) Fatal bleeding from traumatic injuries How, when and where On 23/8/25 Mr Thomas-Day was riding his motorbike northbound on the B3390 in the direction of Crossways. Whilst negotiating a left-hand bend Mr Thomas-Day's motorbike has gone on to its nearside making contact with the road and causing loss of control of the motorbike which has then slid into the lane of the oncoming traffic. Mr Thomas-Day became unseated and was found unresponsive close to the verge in the northbound lane. Paramedics attended and pronounced him dead at the scene. Dorset Police investigated and found no evidence of third-party involvement. Conclusion Road Traffic Collision
8.	CIRCUMSTANCES OF DEATH See 7 above
9.	CORONER'S CONCERNS During the course of the inquest I heard evidence giving rise to concern. In my opinion there is a risk that future deaths could occur unless action is taken. In the circumstances it is my statutory duty to report to you. The MATTERS OF CONCERN are as follows: 1. Has the correct speed limit been fixed for the stretch of road where the collision has occurred 2. Is there sufficient signage to warn of the series of bends and should a suggested maximum speed for negotiating the bends be fixed.

10.	COPIES AND PUBLICATION OF THIS REPORT I have a duty to send a copy of my report to every Interested Person who in my opinion should receive it. I also may send a copy of the report to any other person who I believe may find it useful or of interest. I can confirm I have sent the report to: 1. The Family 2. The Chief Coroner I also have a duty to send a copy of the report to the Chief Coroner. You may make representations to me, the coroner, about the publication of the contents of this report in line with Chief Coroner's PFD Publication Policy (2026). Any representations will be sent to the Chief Coroner alongside the report. Please refer to box 4 above for additional information relating to the publication of reports and responses.
	SIGNATURE HM Assistant Coroner, Mr Richard T Middleton