

Island Roads



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H.M. Coroner
Coroner's Office
Seaclose Offices
Newport
Isle of Wight
PO30 2QS

16th December 2015

Dear H.M. Coroner

Subject: Regulation 28 Notice – Mr J E Hawes

In response to your Regulation 28 Notice regarding the death of Mr Jonathan Edward Hawes in a road traffic collision, please find attached a report that provides responses to your recommendations.

I would like to take this opportunity to make you aware that, although Ringway Island Roads manage and maintain the highway network on behalf of the Isle of Wight Council. The powers to implement reduced speed limits and install new road signs remain with the Isle of Wight Council, as they are the Local Highway Authority.

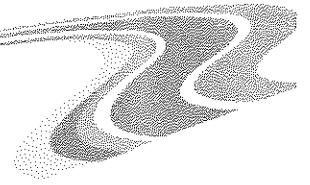
Future correspondence should therefore be sent to Mr Bill Murphy, who is the Isle of Wight Council PFI Contract Manager and Traffic Manager.

Yours sincerely

A handwritten signature in black ink, appearing to read 'P A H', followed by a long horizontal line and a final flourish.

Paul Herbert
Service Director – Ringway Island Roads

Island Roads



A3055 Bonchurch
Road/Cowleaze Hill

Highway Safety
Assessment

1 Introduction

The purpose of this report is to investigate the concerns raised in the Regulation 28 Notice issued by the Coroner's Office following the investigation into the death of Jonathan Edward Hawes.

Mr Hawes was involved in a road traffic collision on the A3055 between Ventnor and Shanklin on 24th May 2015 16:55.

The collision occurred on a left hand bend near to the property Glenevon. The motorcycle Mr Hawes was riding crossed the centre line and collided with a vehicle travelling in the opposite direction.

2 Collision Investigation

In the last five years there have been 12 recorded personal injury collisions on A3055 between Ventnor and Shanklin. There has been one fatal, two serious and nine slight injury collisions. Eleven of the twelve collision occurred within the national speed limit with the twelfth incident recorded at the boundary of the national and 40mph speed limit. .

Based on the most recent flow data available, the collision rate has been calculated at 68.5 per 100 million vehicle kilometres. This rate is consistent with similar rural roads on the Isle of Wight.

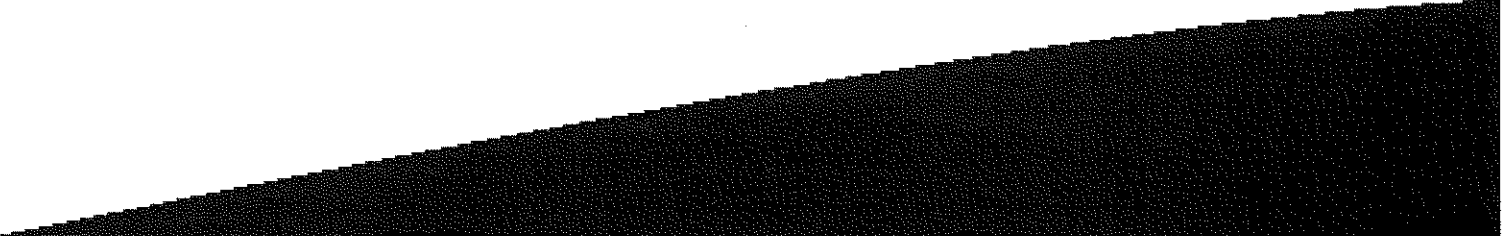
There have been three other recorded collisions near to the bend where this collision occurred. Two involved motorcycles travelling in the opposite direction and one involved a rear end shunt when a vehicle slowed suddenly to let an emergency service vehicle pass.

Considering the details of the collisions in this area, there have been no other recorded collisions that have involved similar circumstances to the one that resulted in Mr Hawes death.

3 Site Details

The site is a rural single carriageway road subject to the national speed limit. There is a tight radius (<100m) bend to the south followed by a straight of approximately 300m before the left hand bend where the collision occurred.

The road climbs into the bend and forward visibility is restricted. As you approach the bend the centre lines and hedge line indicate to motorists that the road curves to the left.



4 Comments and Recommendation

Following the fatal collision, representatives on Island Roads attended the site with the police. This visit considered in detail the highway layout, provision of road signs and road markings as well as the highway condition. It was considered at this time that no additional traffic calming or engineering measures were required at this location.

A speed limit is not a target speed and motorists have a responsibility to drive according to the layout and conditions.

DfT Circular 1/2013 provides guidance on setting local speed limits. This guidance advises that speed limits set in isolation are unlikely to fully address the frequency of rural collisions and should therefore be considered only as one part of rural safety management.

Speed management actions should balance the safety and mobility needs of all road users and also consider the environmental impact of any changes. Highway Authorities have to find an appropriate balance between actual vehicle speeds, speed limits, road design and other measures.

Warning signs should not be used to highlight features that a driver would routinely expect to encounter along a road. Each of the bends where a driver might find it difficult to negotiate without slowing down is clearly signed with signs to diagram 515.

The severity of the bend where the collision occurred is much less severe and no other loss of control collisions involving northbound traffic have been recorded in the last five years.

The 85th percentile speed of traffic is already well below 60mph and the collision record does not indicate a high frequency of collisions as a result of excessive speed. This suggests that the measures already in place provide adequate guidance for motorists to adopt an appropriate speed. However, further monitoring will be undertaken to record the current speed of vehicles.

There should be no expectation for the police to provide additional enforcement to ensure compliance with a new limit and as the enforcement authority; the police are a statutory consultee for any changes to speed limits.

As a result of this notice, the police have been consulted on their views on implementing a reduced speed limit on this section of road. They have confirmed that they would not support a reduced speed limit.

Based on the information available for this road, the provision of additional signs and/or the reduction in the speed limit is unlikely to have a measurable impact on the collision rate on this road. It is therefore recommended that the Isle of Wight Council do not allocate their limited resources to such measures.