


	<p>REGULATION 28 REPORT TO PREVENT FUTURE DEATHS</p> <p>THIS RESPONSE IS BEING SENT TO:</p> <p>1. The Senior Coroner for Milton Keynes, Mr Thomas Osborne of The Civic Offices, 1 Saxon Gate East, Central Milton Keynes MK9 3EJ in response to a ‘Regulation 28 Report to Prevent Future Deaths’ following an inquest hearing into the death of Mrs Ayse Yalcinkaya that concluded on 22 November 2017.</p>
1	<p>HIGHWAYS ENGLAND</p> <p>I am Mr Jim O’Sullivan, Chief Executive of Highways England Company Limited of Bridge House, 1 Walnut Tree Close, Guildford, SURREY, GU1 4LZ.</p>
2	<p>CORONER’S MATTERS OF CONCERN</p> <p>The MATTERS OF CONCERN were identified as follows:–</p> <p>a. At the scene of the collision the traffic had started queuing from the slip road at Junction 14 into lane one of the M1. It was suggested by the Police Collision Investigator that there was some uncertainty by drivers using the slipway as to which lane they should use and that the signage is not clear; and</p> <p>b. On the most recently built slip roads on other motorways, the Coroner was informed there is provision for a run-off lane to be provided prior to the junction. Perhaps a similar lane could be provided at Junction 14 of the M1?</p>
3	<p>DETAILS OF ACTION TAKEN</p> <p>a. On 7 December 2018 Highways England commissioned our Asset Support Contractor, Kier, to undertake an investigation report addressing the ‘Matters of Concern’ raised by the Coroner.</p> <p>Highways England received the “Fatal Collision 25 7 15, Investigation Report” from Kier on 15 January 2018. The report included observations of traffic flow, signage, and queueing at M1 Junctions 14 made on a site inspection from Kier Services Highways Division on Tuesday 9 January 2018 between 06:45hrs and 09:30hrs. These findings are being reviewed by the Highways England Asset Development Team to determine what action may be appropriate for further work in 2018/19. This review is to be completed by 31 March 2018.</p> <p>b. The “Fatal Collision 25 7 15, Investigation Report” from Kier made the following comments in relation to paragraph 5 (2) of the Regulation 28 Report;</p> <p>“It is not clear however to the meaning of the Coroner’s comment in item (2) with regards to the ‘run off lane’. This may refer to the lack of hard shoulder provision. On most motorway slip roads the hard shoulder extends the full length of the slip road and terminates at the highway boundary and ‘End of Motorway Regulation’ sign. In this instance on the M1 Junction 14 northbound exit slip, the hard shoulder terminates half way up the slip road.</p>
4	<p>DETAILS OF FURTHER ACTION PROPOSED</p> <p>a. Review findings in the “Fatal Collision 25 7 15, Investigation Report” from Kier.</p> <p>b. Highways England are currently proposing a Smart Motorway Project (All Lane Running) to be implemented between M1 Junction 13 to Junction 16 (Northamptonshire) on both carriageways. The proposal will increase the capacity of the main carriageway to provide an additional running lane by</p>

	<p>converting the existing hard shoulder to a permanent running lane.</p> <p>The technology delivered as part of the proposed scheme will enable the introduction of variable speed limits throughout the length of the scheme which will regulate the flow and speed of traffic approaching Junction 13 to Junction 16.</p> <p>The proposed scheme will tie into the existing Smart Motorway (Dynamic Hard Shoulder Running) between M1 Junction 10 to Junction 13, and the recently constructed Smart Motorway (All Lane Running) between Junction 16 to Junction 19 to the north.</p>										
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6	<p>SAFETY OF ROAD USERS</p> <p>The safety of our road users is an imperative for our business in what we set out to achieve, and a core value of our organisation in how we go about it. The proposed actions identified are designed in this light to help to prevent future deaths at this location.</p>										
7	<p>22 January 2018 Signed:</p>  <p>Martin Fellows, Regional Director on behalf of Jim O'Sullivan</p>										