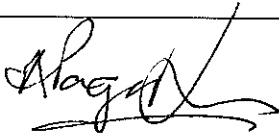



	<p>REGULATION 28 REPORT TO PREVENT FUTURE DEATHS</p> <p>THIS RESPONSE IS BEING SENT TO:</p> <p>1. The Assistant Coroner for Exeter and Greater Devon, Mr John Tomalin of Devon County Hall, Topsham Road, Exeter, DEVON EX2 4QD in response to a 'Regulation 28 Report to Prevent Future Deaths' following an inquest hearing into the death of Darren TREWIN that concluded on 25 April 2018.</p>
1	<p>HIGHWAYS ENGLAND</p> <p>I am Mr Andrew Page-Dove, South West Regional Director for 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 are as follows:–</p> <p>a. The drain in the central reservation of the A30 Southbound near Sourton Cross was partially blocked with detritus washed from the road. The drain could not take all the water from the heavy rain showers resulting in the water cascading across the carriageway contributing to the collision; and</p> <p>b. To consider extending the barrier on the nearside of the carriageway to a point before the point of impact where the ground drops away to a much lower level below the carriageway would possibly have prevented Mr Trewin's car from leaving the carriageway.</p>
3	<p>DETAILS OF ACTION TAKEN</p> <p>a. Drainage:</p> <p>Immediately after the collision we provided temporary mitigation by placing sand bags on the downhill side of the gully grating to ensure that any excess flow of rainwater was directed into the gully and away from the carriageway.</p> <p>The location was flagged and recorded as a flooding 'hotspot' immediately after the incident. This ensures that the location is subjected to a weekly inspection by Highways England (HE) inspectors. If the inspector sees any material that may have the potential to compromise the gully operation it is removed at the time if possible. If the matter cannot be dealt with by HE inspectors at the time, our service provider (Ringway Infrastructure Services Limited) is called in to undertake more substantial operations to ensure the gully operates as designed. The time period for response from the service provider is dependent upon a combination of the nature of the problem, weather conditions at the time and the immediate weather forecast.</p> <p>An additional gully has been installed adjacent to the existing gully at the end of the drainage channel to increase the efficiency of rainwater interception and prevent water from reaching the carriageway. This work was completed on 16 June 2018. This gully will be subject to the same maintenance regime as described above.</p> <p>b. The vehicle restraint barrier is addressed at point 4b. below.</p>
4	<p>DETAILS OF FURTHER ACTION PROPOSED</p> <p>a. Drainage:</p>

	<p>A further gully will be installed approximately 100 metres uphill of the end of the drainage channel referred to in point 3a. above. This will further increase surface water drainage capacity and reduce the amount of water reaching the existing lower gully. This piece of work is currently in the design process and will be constructed by the end of September 2018.</p> <p>A wider drainage study at the location (from the top to the bottom of the hill) has commenced and is due for completion this financial year (2018/19). The study will require detailed modelling to determine if there is any other work that can be undertaken to further mitigate the risk of a similar collision.</p> <p>b. Vehicle restraint barrier:</p> <p>A Road Restraint Risk Assessment Process (RRRAP) is to be undertaken in the vicinity of the existing vehicle restraint by the end of September 2018. This will inform the requirement for a vehicle restraint barrier at the location in line with current standards. Dependent upon the outcome, we will implement a scheme to introduce a vehicle restraint barrier that reflects the risk assessment findings.</p>												
5	<p>TIMETABLE FOR ACTION</p> <table border="0"> <thead> <tr> <th><u>DATE</u></th> <th><u>ACTION</u></th> </tr> </thead> <tbody> <tr> <td>16-06-18</td> <td>Install additional gully adjacent to existing gully</td> </tr> <tr> <td>30-09-18</td> <td>Install additional gully 100m upstream of existing gully</td> </tr> <tr> <td>30-09-18</td> <td>Undertake Road Restraint Risk Assessment (RRRAP)</td> </tr> <tr> <td>31-03-19</td> <td>Complete a wider drainage study</td> </tr> <tr> <td>31-03-19</td> <td>Act upon the outcome of the RRRAP to include design, construction, and/or modification of the existing vehicle restraint barrier (if appropriate).</td> </tr> </tbody> </table>	<u>DATE</u>	<u>ACTION</u>	16-06-18	Install additional gully adjacent to existing gully	30-09-18	Install additional gully 100m upstream of existing gully	30-09-18	Undertake Road Restraint Risk Assessment (RRRAP)	31-03-19	Complete a wider drainage study	31-03-19	Act upon the outcome of the RRRAP to include design, construction, and/or modification of the existing vehicle restraint barrier (if appropriate).
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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 action planned and underway is in this light to help to prevent future deaths at this location.</p>												
7	<p>Date: 29/6/18 Signed: </p> <p> Regional Director on behalf of Jim O'Sullivan</p>												