

[REDACTED]

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HM Senior Coroner
Oxfordshire Coroner's Office
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Oxford

**County Hall
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Office of the Chief Executive

Date: 8 April 2021

Via Email

Dear Mr Salter

**Regulation 28 Report/Prevention of Future Deaths
Inquest into the Death of David Lewis (Date of Death 16/07/20)**

Thank you for your letter regarding the above matter, I write in response to the matter of concern contained within the Regulation 28 report.

The location of the unfortunate incident has been investigated with a view to the consideration of further engineering measures to reduce the likelihood of a further serious accident occurring.

The Vendee Drive A41 roundabout is of a typical design and similar to many roundabouts across England. In order to encourage vehicles to reduce their speed before entering the lanes on the roundabout, a slight curve is built into the approach lanes. Road Safety audits were carried out throughout the project, these being on the design, once constructed, and after it had been operational for a short period. No design issues were identified at any stage and, as such, no proposals to amend the constructed physical build of the roundabout were identified.

However, since the roundabout's construction in 2011, changes to the road approaching the roundabout on the northbound A41 have been made (as reported in the statement from Oxfordshire County Council and in the Thames Valley Police report). These have included speed limit reductions, and improved signage - both in terms of advance warning, map type signs, and single headed chevrons highlighting the curve / deflection on the approach to the roundabout.

Since the incident the existing 40 mph limit has been extended along with a 50 mph limit introduced as a buffer transitioning between the national speed limit and 40 mph limit. As part of this work all speed limit signs were made more conspicuous using reflective yellow backing boards.

The use of yellow bar markings as a visual deterrent was mentioned by Mr Wilson during the inquest and was subsequently referred to in the Regulation report. This has been considered but unfortunately, due to the guidance for use criteria within the Traffic Signs Regulations and General Directions 2016, yellow markings would not be appropriate at this location.

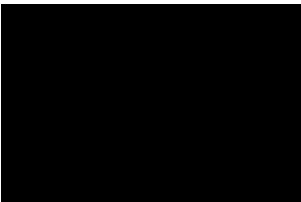
However, consideration will be given to additional painted speed limit roundels on the lanes approaching the roundabout. These will serve as an even greater visual reminder of

the speed limit on the approach to the roundabout. In addition to this, it is proposed to remove the short third lane by painting hatched lines on it. This will reduce the approach to two lanes but should have minimal impact on the northbound capacity of the roundabout approach.

It is anticipated that this road marking work will be undertaken during the early part of the new financial year 2021/22.

I trust this satisfies the requirements of the Regulation 28 response.

Yours sincerely



Chief Executive
Oxfordshire County Council