



OFFICE OF THE STATE CORONER

FINDINGS OF INQUEST

CITATION: **Inquest into the death of Kevin James Hogan and Winifred Therese Hogan**

TITLE OF COURT: Coroner's Court

JURISDICTION: Rockhampton

FILE NO(s): COR 1665/07(7) & 1666/05(3)

DELIVERED ON: 15 November 2006

DELIVERED AT: Rockhampton

FINDINGS OF: Ms A Hennessy, Coroner

CATCHWORDS: CORONERS: Inquest – Motor vehicle accident, signage, intersection safety, speed limits

CORONERS COURT

HENNESSY, Coroner

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ROK-COR-001665 of 2005(7)

ROK-COR-001666 of 2005(3)

IN THE MATTER OF AN INQUEST INTO THE
CAUSE AND CIRCUMSTANCES SURROUNDING
THE DEATH OF KEVIN JAMES HOGAN AND WINIFRED THERESE HOGAN

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ROCKHAMPTON

..DATE 15/11/2006

FINDINGS

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CORONER: The primary reason for opening an inquest in relation to this matter was to afford the opportunity, pursuant to the Act, for me to make recommendations in relation to this particular roadway.

The investigating officer's report is quite thorough and clearly details how the incident occurred. It does seem to have been an accident, in the true sense of the word, and certainly the indications to my office from family members are that they were not concerned in relation to how the incident occurred in any way, and there is certainly no evidence that would suggest that any other person was unduly involved in causing the deaths of Mr and Mrs Hogan.

So I formally find that the deceased persons were Kevin James Hogan, who was born on the 5th of October 1925. He died on the 6th of July 2005 at the Biloela Hospital. He died as a result of spinal and chest injuries due to, or as a consequence of, a motor vehicle incident in which he was the driver. He also suffered another significant condition which contributed to his death, being severe ischemic heart disease.

I find that the other person who died in the accident was Winifred Therese Hogan, who was born on the 22nd of February 1922. She died on the 6th of July 2005 at the Biloela Hospital. She died as a result of chest and abdominal injuries due to, or as a consequence of, the motor vehicle incident in which she was a passenger.

The incident occurred on the Burnett Highway in the vicinity of the intersection of that highway with Paines Road and Ziscee Lane. The police officer has very thoroughly detailed a number of recommendations in order to improve the safety at that intersection, and I make recommendations, which I will detail shortly, with a view to attempting to reduce the likelihood, or avoid any future deaths at this particular intersection.

I will not detail the reasons in relation to the recommendations here because they are enunciated in the police officer's report.

So, firstly, I recommend that the speed limit on the Burnett Highway be reduced from 100 kilometres per hour to 80 kilometres per hour in the vicinity of the approaches to the intersection of the Burnett Highway with Paines Road and Ziscee Lane. The reduced speed limit should also be accompanied by "Reduce Speed Now" signs prior to the intersection at each approach. And I also recommend that fatigue bumps be installed on the Burnett Highway either side of the intersection.

Secondly, I recommend that more signage be installed at the intersection on either side of the intersection on the Burnett Highway, in particular, that there be signage similar to "Intersection Ahead" or "Watch for Turning and Entering Vehicles".

Thirdly, I recommend that on the approach roads, Paines Road and Ziscee Lane, that there be improved signage. Firstly, on Paines Road. That there be a "Give Way Ahead" sign, and that the existing signs be made larger and more prominent.

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Further, on Ziscee Lane, I recommend that a "Give Way" sign be installed at the point of its intersecting with the Burnett Highway.

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Fourthly, I recommend that the Department of Main Roads strongly consider the use of "Stop" signs at the intersection in lieu of "Give Way" signs which are presently situated at the intersection of the Burnett Highway and Paines Road.

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Fifthly, I recommend that the additional use of cat's eye reflectors be placed on the road at all approaches to the intersection, and through the intersection, to more clearly indicate to drivers the lanes which are delineated on the road.

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with those recommendations made, I will now close the inquest.

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