

ACORNS PROJECTS LIMITED



**SAFETY, TRAFFIC,
PROJECT MANAGEMENT &
HIGHWAY ENGINEERING SERVICES**

Darren Gotch
Slough Borough Council
Department of Customer and Community Services
St. Martin's Place
51 Bath Road
Slough
SL1 3UF

22nd January 2015

Dear Darren,

**A4 LONDON ROAD, M4 J5 TO SUTTON LANE, SLOUGH, BERKSHIRE
HIGHWAY IMPROVEMENTS
STAGE 3 ROAD SAFETY AUDIT**

Please find enclosed, the signed and dated PDF Version 1.0 of the Stage 3 Road Safety Audit Report for the A4 London Road, M4 J5 to Sutton Lane, Slough, Berkshire, Highway Improvements Project as requested.

As referred to in Paragraph 1.12 of the Stage 3 Road Safety Audit Report, there are four issues identified and observations made during the Stage 3 Road Safety Audit and site inspection, which the Terms of Reference exclude from the Stage 3 Road Safety Audit Report, but which the Audit Team wishes to draw to the attention of yourself as the Audit Project Sponsor, i.e. the Local Highway Authority, Slough Borough Council:

1. The Audit Team noted from the Stage 3 Road Safety Audit site visit that existing tactile paving does not accord with the Audit Team's understanding that in these circumstances, i.e. an in-line crossing arrangement, that a minimum depth of 1200mm of tactile paving should be provided. The locations are the Laburnum Grove junction, the Hillrise junction, the BP petrol filling station in and out arrangement and, the Holiday Inn Express in and out arrangement.

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2. The Audit Team noted during the site visit that there were occasions that on-street parking was evident which slightly impacted upon the free flow of vehicular traffic through the length of the overall scheme. The Audit Team were advised that this situation will be addressed with the introduction of a Traffic Regulation Order which preclude both waiting at any time and loading/unloading with double yellow lines.
3. The Audit Team noted during the site visit, that there were occasions when vehicles were exiting the BP petrol filling station on both the eastern and western sides of the site. It is assumed that the vehicles observed exiting the site on the western side of the site and then travelling towards Slough town centre, were doing so in order to avoid the short distance to the London Road gyratory to the east, whereby they can then u-turn instead of attempting to cross two lanes of east bound vehicular traffic across the frontage of the petrol filling station site. The Audit Team consider it advisable to contact the owner/operator of the petrol filling station site to determine whether “In” and “Out” and “No Exit” signing could be installed accordingly, in order to discourage drivers from exiting the site via the western side.
4. The Audit Team noted during the site visit, that there is a traffic signal pole leaning over quite badly to the extent that it could be struck by passing east bound vehicles. The traffic signal pole is located on the nose of the traffic splitter island at the point where vehicles emanating from the east then turn right into Sutton Lane. The Audit Team consider it advisable to attend to the leaning traffic signal pole as soon as practicable, before it is struck by passing east bound vehicles.

I look forward to receiving your response to this Covering Letter, your Designers Response to the Stage 3 Road Safety Audit and, the provision of any Exception Report(s) as the Audit Project Sponsor, i.e. the Local Highway Authority, Slough Borough Council (if appropriate), for the purposes of retention on my file.

Should you have any queries, please do not hesitate to contact me.

Yours Sincerely

A handwritten signature in blue ink that reads "Cappella". The signature is written in a cursive style with a prominent underline.

Adriano B. Cappella
Director

Encl.