



Highways, Transportation and Road Safety
2 Blaenant – Emmer Green
Reading – RG4 8PF

Paul McLaughlin
Redwood Partnership Transportation Limited
Consulting Engineers Transportation Planners
Maritime House
Basin Road North
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Our Ref: RSA-16-069-L001

Friday 4th July 2017

Dear Mr McLaughlin

Re: Land off A259 New Road, Rustlington

I am writing in response to your request on behalf of Mr Dominic Smith of West Sussex County Council, for our Auditors to comment on "an appropriate increase in weaving length". As Road Safety Auditors we have a duty to raise road safety concerns and make recommendations that are not prescriptive to ensure that experts within the Design Team, consider concerns raised and respond appropriately. We are therefore unable to provide our consideration of "an appropriate increase in weaving length", but ask that you consider the following points.

The item was raised to highlight a problem arising when a vehicle egressing the adjacent development along the acceleration lane attempts to merge onto the A259, whilst a vehicle attempts to manoeuvre into the offside lane in order to utilise the deceleration lane of the current proposals. It is likely that the driver of both these vehicles will focus on vehicles within the offside lane and could therefore miss a vehicle moving into their current lane. Moreover, vehicles egressing the adjacent development could assume that a vehicle indicating to turn off the A259 into the proposed development was slowing to enter the adjacent development and undertake their manoeuvre to access the A259 when it is not safe to do so.

The original scheme, illustrated on drawing ref. REDW-3167-120 included a weaving length of just 45 metres whereas the revised proposals, illustrated on revision A, include a weaving length of 90 metres.

Forward visibility from the roundabout to the east, towards the merge lane of the adjacent development is unrestricted and therefore approaching drivers wishing to access the proposed redevelopment should become aware of vehicles egressing the adjacent development, whether in the inside or offside lane, and drive appropriately. Furthermore, the provision of an appropriate ADS, that was proposed by the Design Team in response to Item A.5.2 of the associated Road Safety Audit, should also ensure that drivers wishing to gain access to the proposed development are aware of the two accesses and approach within the offside lane appropriately.

I trust that this is helpful, should you require anything further please do not hesitate to contact me.

Yours sincerely



Jamie Fenning

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