

[REDACTED]

From: Dominic Smith [REDACTED]
Sent: 03 August 2017 15:41
To: Planning.Responses
Subject: A/11/17 - Addiitonal Documentation

Good afternoon,

Further to the WSCC comments on application A/11/17, please find attached a copy of the Exception Report referred to in the response.

Kind regards,

Dominic

Dominic Smith | County Highways Manager (Development Management), Planning Services,
Economy Planning and Place Directorate, West Sussex County Council | Location: Ground Floor,
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[REDACTED]

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Land at New Road, Rustington

**SAFETY AUDIT EXCEPTION REPORT
FOR DEVELOPER PROMOTED SCHEMES**

This report should be read in conjunction with the Stage 1 Safety Audit.

Safety Audit Ref: RSA-16-069-L001

Planning or PSI Ref: A/11/17

Having reviewed the recommendations of the Safety Audit and considered the comments of the Client Project Manager and Design Team, I accept the conclusions of the Exception Report on behalf of the Highway Authority.

Produced : Dominic Smith

Signed [REDACTED]
(Project Manager)

Date: 19th July 2017

Reviewed:

Signed :

Date:

Reviewed : Simon Strevens

Signed : [REDACTED]
(Lead Professional Safety Audit)

Date: 19/7/17

Approved: [REDACTED]

Signed: [REDACTED]
(Improvements Manager)

Date: 8/8/17

Para. No.	Problem (as identified by Safety Auditor)	Recommendations (made by Safety Auditor)	Designer's Response	Proposals
1.1	It was apparent from the site visit that the recently constructed acceleration lane associated with the adjacent development to the east, merges with the A259 channel line approximately 40 metres to the east of the proposed deceleration lane. Therefore vehicles exiting the adjacent development will be in conflict with vehicles entering the proposed development which are likely to be changing lanes simultaneously. This may result in side swipes and shunts along the recently constructed acceleration lane where vehicles are not able to merge onto the A259 from the adjacent development.	It is recommended that the increased weaving length is increased appropriately.	Traffic leaving the adjacent development will have to give way to traffic travelling along the nearside lane of the A259. Due to site constraints, the entry radius to the site is restricted to 20 metres. Figure 7/12 of TD42/95 shows the required length of the deceleration lane as dimension a. At the end of the deceleration lane Figure 7/12 indicates a give way triangle indicating that the entry radius into the site is not a speed reducing feature as the radius is beyond the give way lines.	There is no recognised standard for weaving length at an at-grade junction. The use of the grade separated standards are not considered appropriate, since there is no grade separation. The weaving length has been increased to 90 metres. The deceleration length has been amended to accord with a required distance 'a' of 110 metres for a design speed of 120kph, as specific in Table 7/5b of TD42/95. Additional SLOW road markings and advanced mini roundabout warning signs are retained in the design to warn approaching motorists of the on-site roundabout. The inclusion of advanced direction signs are proposed for Problem A5/2 will mitigate 'side swipe' concerns as motorists will be made aware of the location of both access and will be able to manoeuvre to the nearside land at the appropriate time in advance of the proposed access. The inclusion of an auxiliary lane rather than a taper lane will avoid the need for motorists entering the site to decelerate on the A259 itself and will address concerns regarding rear-end shunts from motorists leaving the adjacent site, as advised in para 7.56 of TD42/95.

END