

WEST SUSSEX COUNTY COUNCIL

Road Safety Audit Stage 1
Sugworth Farm
Proposed Access Arrangement
Borde Hill Lane / Balcombe Road / Hanlye Lane
Haywards Heath
West Sussex

Road Safety Audit Log cover sheet

This report should be read in conjunction with the Stage 1 Safety Audit by M&S Traffic dated June 2026 (planning reference DM/25/3129). 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 Road Safety Audit log on behalf of the Highway Authority.

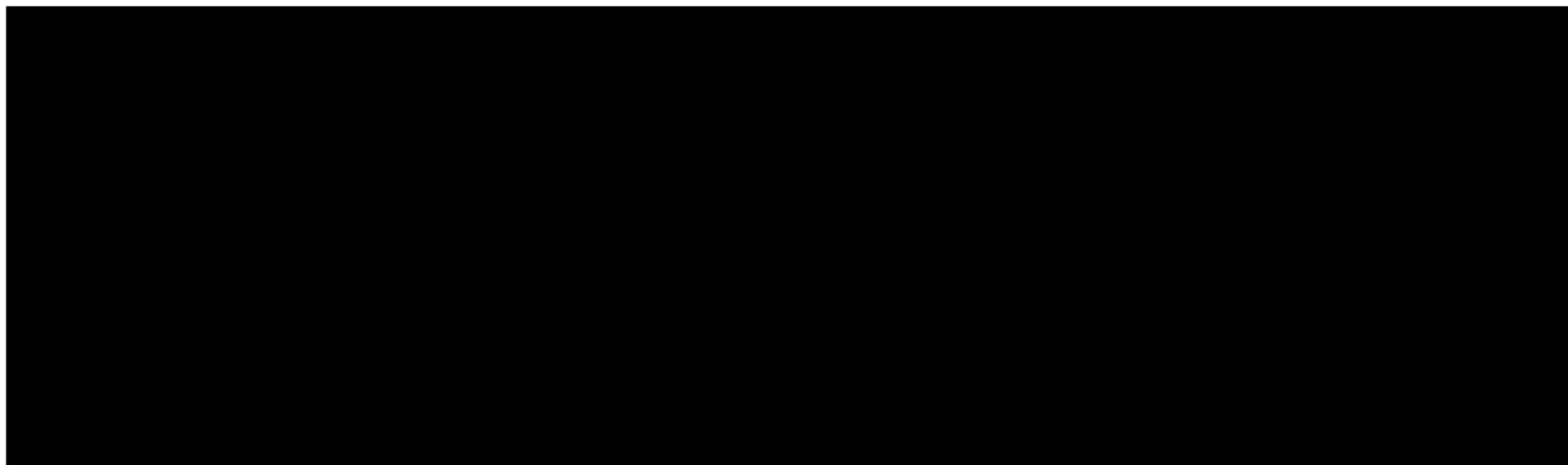
Produced : Tim Townsend (Principal Transport Planner)

Date : 18th June 2026



Reviewed : Steven Shaw (County Highways Team Manager)

Date : 19th June 2026



Para No.	Problem (as identified by Safety Auditor)	Recommendations (Made by Safety Auditor)	Designer's Response	Proposals
3.2.3	Proposed westbound bus stop on Hanlye Road. Proximity of bus stop to the roundabout could lead to rear end shunt collisions. A bus stop is proposed on the southern side on Hanlye Road, buses servicing the bus stop are close to the exit from the roundabout, this could lead to queues tailing back onto the roundabout and possible rear end shunt collisions.	It is recommended that the bus stop is relocated further west remaining outside the visibility splay from Coniston Road and inset.	The bus stop will be relocated approximately 10m to the west to reduce the potential for any queues to tail back onto the roundabout. possible to inset this bus stop due to highway land ownership boundaries. Final layout to be confirmed at detailed design stage.	That the bus stop will be relocated approximately 10m to the west to reduce the potential for any queues to tail back onto the roundabout.
3.2.4	Proposed eastbound bus stop on Hanlye Road. Vehicles overtaking the stationary bus could lead to head on collisions. A bus stop is proposed on the northern side Hanlye Road., and on a slight carriageway curve. There is concern that vehicles will attempt to overtake the stationary bus, which could lead to possible head on collisions on the curve.	It is recommended that the bus stop is inset.	Agreed whilst on-line facilities are generally preferred by bus operators to allow buses to rejoin into traffic it is noted that the curve of the road increases the risk of head-on collisions. g a bus lay-by facility here may assist if there are longer dwell times at this stop, subject to discussions with the bus operator. The option for providing an inset bus stop at this location will be progressed with the final layout to be confirmed at detailed design stage.	That the bus stop is left on-carriageway with both shelter and corresponding footway provided closer to the carriageway to assist with boarding and alighting.
3.4.5	Lane width could lead to cyclists being overtaken at the refuge which could lead to vehicle to cycle collisions. The proposed lane width is shown as being 3.2m where in LTN 1/20 lane widths of between 3.1m and 3.9m should be avoided to deter close overtaking. Close overtaking could lead to vehicle to cycle collisions.	It is recommended that the lane width should be outside of the range shown in LTN 1/20.	Noted. LTN 1/20 states that lane widths of between 3.2m and 3.9m should be avoided. The lane width shown is therefore on the lower boundary of the widths that are suggested to be avoided in the 'close pass' zone. Lane widths to be confirmed as part of the detailed design stage.	That the lane widths either-side of the refuge be a minimum of 3.2m to provides suitable buffer for users using the refuge island, particularly as buses and other large vehicles use the route.