



**OFFICER RESPONSE TO PETITION  
LOCAL COMMITTEE  
(MOLE VALLEY)**

**TRAFFIC LIGHT MANAGEMENT AT LONBRIDGE  
ROUNDAABOUT, HORLEY**

**PETITION**

**14 SEPTEMBER 2011**

**This petition of 17 signatures was submitted by Mr Tim McDonald,  
resident of Horley**

*We the undersigned petition Surrey County Council to Revise the traffic light management at Longbridge roundabout, Horley.*

*For the last month the traffic lights at the Longbridge roundabout have been out of action and the net effect has been that the traffic flow is far better than at any time when the traffic lights are operating. Surrey County Council should install "on-demand" traffic light functionality to accommodate pedestrians etc.*

**The Traffic Systems Team Manager, Operations, Highways and  
Countryside responds:**

As earlier advice, we have instigated considerable internal debate involving many interested parties including the Traffic Management Group and the Area Highways Management. All are of the same opinion - that the signals must stay as they were originally installed for the Fastway Bus Quality Project and Horley Master Plan, being specifically included as part of the planning agreements etc.

The need for pedestrian and cycle crossings remains and the roundabout is the natural focus for these routes. Any relocation of the crossings would require substantial redirection of the cycle and pedestrian routes and if crossings were provided on all approaches, but away from the junction, this

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would have the same effect as signaling the roundabout. If any relocated crossings were too close to the junction, indicating green to vehicles for considerable lengths of time would increase the risk of accidents as drivers would naturally assume the way was clear to enter the junction at speed without giving way to circulatory traffic.

So, the essence is to ensure the optimum operation of the existing signals. We have repaired the main damage caused by the vermin attack and done as much as we can to guard against a recurrence, using equipment only recently made available (we are just the third authority in the UK to use this new controller root box equipment) but we do have a number of loop faults.

When these fail (or are damaged as in this case) they automatically default to a permanent demand status as this is much preferable to a situation where no demand may be placed for specific approaches. Although operating in a vehicle activated mode, they are therefore not operating to their optimum.

Until recently, we were unable to do much about without adequate financial resources but we are now pleased to advise that this has now been addressed. Orders are in place for the repairs and we now await the next contractual attendance to resolve these issues, and many other similar problems across the county. This should be complete before the end of July.

This will allow us to improve the situation but there will still be times when the traffic demand exceeds the finite capacity of the highway itself and delays and congestion are inevitable when that occurs. This is the main route for all those leaving Gatwick Airport, even those wishing to travel south on the A23 as they need to U turn at the roundabout and there will be times when highway capacity is unable to cope, with the resultant congestion and delays. We will ensure the above repairs are completed as quickly as possible and will then reassess the situation.

We hope this addresses the immediate question and reassures you that, as always, we hold the efficiency of the highway network in high priority.