



Redhill to Horley Travel Improvements  
[contactcentre@surreycc.gov.uk](mailto:contactcentre@surreycc.gov.uk)

12 September 2024

Dear Sirs

## **Redhill to Horley Travel Improvements: Proposed Bus Lane Section 4 – Horley Town Council Response**

Horley Town Council welcomes the opportunity to consider these proposals where they relate to the proposed Bus Lane Section 4, being the only one in Horley and we have the following comments to make, as listed below:

1. We question how reducing the A23 road width further by the introduction of bus lanes, especially in the run up to the Cross Oak Lane junction and the Chequers Roundabout, would improve traffic flow?
2. We question how these proposed improvements would make road use on the A23 more environmentally friendly? The increased congestion likely to be caused by this scheme would simply result in vehicles sitting in traffic for longer and thereby producing more pollutants.
3. Whilst the introduction of bus lanes southbound only, may be of some benefit, it does not provide the same in the opposite direction, towards Redhill and we question if this is due to a lack of available land?
4. Again, due to land availability, the bus lane is proposed in sections. At the end of each section, buses will have to merge with the main traffic flow, which could be difficult in peak times and would undoubtedly have to rely on the goodwill of drivers.
5. We are very concerned that the removal of the centre cross hatched area could seriously impact emergency vehicles travelling to East Surrey Hospital and requires important consideration to mitigate risk. This will also impact on the response times for fire appliances such as that based at Salfords Fire Station.
6. Where there is no bus lane proposed, we would suggest more consideration be given to buses being able to control the phasing of traffic lights. This would not be as beneficial as a bus lane but would assist in improving journey times. With modern technology in place on the buses, the signals would just need to be adapted. We understand that this is likely to be rolled out in the Brighton area.
7. We would point out that relocation/protection of utilities in the two areas would not be easy and costly to achieve. As such, we would question if section 4 is going to be cost effective for a relatively short distance and an appropriate expenditure of public money?
8. We are concerned about possible further impact on residential roads such as Westvale Park, Hoadley Road, Masons Bridge Road and Picketts Lane due to overspill on these side roads with a build-up of traffic congestion.

In conclusion, whilst we understand that Surrey County Council is investing in two schemes with the aim to improve travel options between Redhill and Horley, we feel that the Bus Lane Section 4 proposal requires further consideration for the reasons we have stated in our response. We are also concerned on how the scheme is to be funded and if public money would be far better spent on other traffic flow improvement measures.

We trust that our comments will be given due consideration and look forward to hearing the outcomes in due course.

Yours faithfully

A handwritten signature in black ink, appearing to read 'J Walsh', with a stylized flourish at the end.

Joan Walsh  
**Town Clerk**