

The Parish Council are concerned with a number of recent near misses at the Fishbourne Lane traffic lights and Iain Thornton (from Island Roads) met some of the Councillors and Ivor Warlow, our Ward councillor to discuss this issue. Iain very kindly explained how the lights work so we asked him if he could write it up for the Parish Newsletter as we thought most residents would be interested. So this is how the system works...

Fishbourne Lane / Kite Hill / Elenors Grove Traffic Signals

The traffic signal system installed at Fishbourne Lane works on four separate stages, with the duration of each stage, and the sequencing of the stages being able to change dependant on the traffic volumes and intensities on each approach road.

The signals are an intelligent system, which count vehicle numbers and make sequence change decisions based on delays and safety. It does not operate on standard vehicle actuated demand and extend times, with a predetermined maximum amount of time for a green signal. When the time has run under this arrangement, the sequence will change regardless of the traffic flow on the approach. The intelligent system allows for the green to continue running, making a decision to maintain or change the sequence dependant on the traffic continuing on the approach; the number of vehicles waiting at red; and the time any vehicles have been waiting on red.

The right turn lane into Fishbourne Lane, from Ryde, has detection on the approach, but the operation assumes that as the signal is a full green light, drivers will proceed into the centre of the junction and turn right either in gaps in the traffic or as the signals change and the lights go to red. As the system counts vehicle numbers, it knows if just one or two vehicles are in the junction, and therefore should be able to turn within the sequence change; where more vehicles are waiting, the system then calls in the right turn arrow, which is shown when the red signal is lit to traffic coming from Kite Hill. Once the right turn demand has been fulfilled, the signals will return to red and then go to whichever stage is being demanded.

Occasionally the system will cycle round at quiet times, checking all approaches and ensuring there are no faults within the operation.

The signals are continually monitored remotely and any faults are automatically passed to Island Roads operation hub. Faults are then attended by the signal contractor and rectified within twenty four hours of the notification.