

This is a short note of key points from the meeting held on 6<sup>th</sup> December 2024

Those attending were

**Surrey County Council:** Councillor Matthew Furniss, Duncan Knox (Road Safety, SCC), Deveena Matharu (Project Manager - Placemaking Officer, SCC)

**Surrey RoadSafe:** Duncan Brown

**Surrey Police:** Superintendent Adam Smith (West Surrey Division), Inspector John Lakeman (Roads Policing Unit)

**Compton:** Chris Sharples (Compton Parish Councillor), Ramsey Nagaty (Compton Parish Councillor), William Bagnall (Compton Traffic Working Party), David Hunt (Chair of Compton Village Association), Jill Eyles.

**MP's Office:** Jeremy Hunt MP, Richard Nelson (Executive Manager) and 2 others.

The meeting was well chaired by Matt Furniss. He advised that the allocated funding has been approved to be carried forward to next fiscal year but wouldn't be available beyond that, so decisions need to be made.

There was full discussion of all aspects of traffic through Compton and traffic calming options. Much of this has been recorded before and is in an earlier briefing note so isn't repeated here.

### **Welcome & Introductions**

The attendance of Duncan Brown was important as it appears it is RoadSafe whose advice is critical to any decisions on suitability of locations for Average Speed Cameras.

Duncan Knox is clearly the key person in designing traffic calming works and then he and Daveena work up proposals including pedestrian safety aspects.

The 2 senior police officers made a few helpful comments but were largely passive and did not give the impression they were critical in the decision process

Jeremy Hunt listened, asked a few comments and then came up with a suggested way forward, which was extremely valuable.

### **Speed data discussion – Compton Parish Council and Surrey County Council**

The relative value of data from SCC survey as compared to the Compton VAS data wasn't resolved. However, it was agreed that there clearly is a speeding problem in the eastern end of the village and to some extent in the centre. It was also agreed that the speeding is lower at the western end but that part of the village is more acutely impacted by traffic even at these lower speeds. It was also accepted that the volume and speed of traffic was a real problem for pedestrians given the variable pavement provision and the difficulty in crossing the road safely.

### **Surrey Police position on Average Speed Cameras**

Given limited resources, RoadSafe have assessed Compton as a lower priority than other locations. Duncan Brown said they were bound by agreed policies which I think are based on speed surveys and accident levels. We suggested that Compton could be reviewed in the context of special circumstances, in particular the proximity to the A3 and that much traffic is either travelling to or from the A3, in other words not typical local traffic. It was also suggested the volume of HGVs should be taken into account.

### **SCC design investigations and proposed next steps**

Duncan Knox outlined the traffic calming measures he was suggesting. This included possibly a **20mph** speed limit from the western end of the village up to Spiceall junction, **village gates** and **raised platforms** at important pedestrian crossing points such as near The Avenue. The raised platforms were strongly resisted by Compton residents present on grounds of noise, vibration, vehicles slowing and then accelerating, HGV volumes, air quality impact, not dealing with speed at the village entrances etc. We also questioned whether 20mph could be enforced whereas ASCs would provide constant speed and the 30mph is enforceable.

Jeremy Hunt emphasised that whilst the local community view was not paramount, it was an important factor in implementing any solution and it was clear that the village had very strong views. He suggested that SCC and RoadSafe might put forward **2 schemes** for discussion with the Parish Council and then wider village – **one being Average Speed Cameras** and the other being the **traffic calming measures they have been suggesting**. To be done in good faith – i.e whilst not guaranteeing ASCs would be installed if that was the preferred option, equally not to be giving these options whilst having no intention to approve ASCs. It was agreed this would be a constructive way forward. The 2 proposals will likely be presented to the Parish Council in January.

Deveena gave a brief summary of the proposals being worked on by the Placemaking Group having regard to these discussions and feedback from the March village hall meeting. A traffic consultancy, PJA, has been appointed to help design the proposals. She referred to a reference book on traffic in villages which may be worth us seeing. Not sure if this is something recent or a follow on from Prof Colin Buchanan's famous 1960's report on Traffic in Towns – TBD

The meeting closed just before 5pm

### **Compton Possible Action**

W Bagnall to email Matt Furniss, Duncan Brown and Jeremy Hunt today to thank them for attending.

Other possible action:

1. Check intended dates of presentation of proposals to Parish Council and the wider village.
2. Find out about the Traffic in Villages guidance
3. Find out more about the RoadSafe criteria for ASC approval
4. Visit locations with raised platforms to understand noise and vibration levels.