

Traffic Report - FC

The signs were put into place before 1st April and the VAS (vehicle activated sign) put up outside Cypress Farm.

The signs advising HGV's not to use Polsted Lane and Down Lane are as expected. Unfortunately, almost everything else requires further / corrective action.

The VAS requested was one with a camera sign on it and we asked for a data collection box. The police confirmed that speed checks are carried out on a regular basis and that they did not block the idea of the VAS with a camera sign. We are therefore not sure why we received the one we have and have requested that it be exchanged.

The signs pedestrians crossing and warning about horses sign are very large and overly prominent due to their yellow background. They are not in keeping with the conservation area they are in or the conservation lighting they are on. It has been requested that these be replaced with smaller signs on a plain white background.

Down Lane remains the same as it was. Ken will ask Bahram for an update on this and the outstanding matters, later this week.

Polsted Lane

Some work was carried out, but the drain that runs under the road doesn't appear to go anywhere and it is a complete mystery why the water therefore hasn't always been a problem? Given that the problem is relatively recent (last 2 1/2 years) it is possible that the issue is due to something else entirely, but SCC can't find out what. Further research will take place - probably early June.

Traffic Data

We raised concerns at the last consultation that the scale of development for Guildford and surrounding areas (including Dunsfold and Aldershot) would most certainly increase the volume of traffic generally and that the increase on the B3000 in particular could place an intolerable pressure on village life, particularly if the Farnham Road access point was closed off.

I have been trying to get data from traffic modeling of the B3000 for at least 8-9 months and on 11th May raised the question at a GBC Council meeting. I have been told by Cllr Furniss (deputy leader of GBC and head of infrastructure) that the information will be in the Strategic Transport review, however the document sent (attached) does not include the information requested and I have been asked by Matt Furniss and William Bryans from SCC to wait until June, when it MAY be published as part of the consultation. If it is not it will be necessary to go through FOI to gain the information and given that this process often requires clarification and multiple attempts, I sent off the following via FOI on 16th May.

Freedom of Information request

I would like to know more about the traffic using the B3000 in Compton Village (also known as 'The Street') and hence am asking for the following information:

Where is the traffic using the B3000 through Compton Village, going to and from? - i.e. traffic modeling would indicate what % or number of vehicles a day go via the B3000 to Guildford / Godalming / South/ London etc?

What level of increase is likely on the B3000 due to each of the proposed strategic development sites (Blackwell Farm, Normandy, Gosden Hill, Wisley)

What level of increase is likely on the B3000 due to development outside the borough at Dunsfold, Cranleigh, Aldershot.

What is the expected increase on the A3 and the A31 by 2025 and 2033 (i.e. when Local Plan developments in Surrey, Sussex, Hampshire and London will be largely complete)

Are there any plans that will make a significant difference to traffic volume (i.e. a tunnel or junction changes or re-routing of town centre traffic) and if so what is the expected impact for the B3000, Down Lane, Priorsfield Road).

Finally, how has the above information been evaluated (i.e. the details that result in the information being given - how was data collected and over what period and the methodology used to calculate the forecasts.

Pollution

A plan was agreed with GBC to avoid an AQMA, although it was agreed that we would be within our rights to ask for one given the consecutively high readings at the A3 end of the village. To date, none of the steps agreed have been put into place and we are still waiting for the official data. [It was agreed that we would have smaller particle readings taken as well as NO2, that the tubes would be road side and we would have real time monitoring and a plan to re-direct HGV's / lorries to reduce diesel output.]

The point was made at the GBC Exec meeting on 11th May. Cllr Furniss publicly stated that we had approached the wrong authority and that he had not had any requests for an AQMA. After the meeting he said Compton had no monitoring sites by GBC and that IF we had some they weren't GBC's. He said he had never heard of Gary Durrant (GBC Environmental officer) or his predecessor Alan Sargent (who was there for about 20 years in the same position). Compton has 5 sites and a wealth of evidence to support our need for an AQMA and a string of emails that show that we followed the correct procedure, dealt with the correct people (as given by Cllrs Palmer & Gimson).

We have been left with no choice but to request the AQMA and have done so on two occasions, both emails have been ignored (although were received as a response was received to part of the email). [Cllr Furniss later denied the comments made and suggested the readings were inadmissible as the tubes were incorrectly located. This has been challenged and measurements taken which show

they are indeed valid. GBC environmental dept. appears to think they are OK, as they continue to monitor them and have added more tubes to the vicinity but have removed the other tubes in the village).

46 Bus

The agenda for the meeting on 24th May where the new bus timetables and routes will be agreed has been published and whilst not yet approved, it shows that the 46 will remain subject to a few changes. The bus will be hourly but some hours maybe excluded and some will go via Shackleford and some will not. The route will go via Compton but will not go directly to Aldershot, instead users will need to change at Farnham and take the 16 to Aldershot. Hopefully the stop at Watts Gallery will be named as such on the timetable rather than just Down Lane.

Avenue

No progress is likely until July, when it will be reported back to Jason to follow up if land owners have not dealt with the blocked drains

Traffic survey

To be discussed on the night.

Outstanding points

VAS training (re battery changes and data collection)

Community Speed Watch

CPC to write to Police again.