

Compton PC Traffic Committee Report for Meeting on 19 July 2017

1. Down Lane

SCC have recently questioned why the “Brushes” have been removed near the Chapel as they are now insisting that there are signs at both ends of the “Quiet Lane” section. This is being discussed with the Surrey Hills AONB Director who authorised their relocation.

2. VAS

As previously discussed, we are awaiting the arrival of the data logger for the VAS near Cypress Farm in the Street.

3. Traffic Pollution

The GBC report into NO₂ levels at the A3 end of the Street is now scheduled for late August and we are told by the GBC Environment team that an AQMA is “inevitable”. However, the Guildford Local Plan supporting documents now include an Air Quality Review by AECOM which includes the following:

“As a result the implementation of the GBC Draft Local Plan should have little effect on future traffic flows through the area (Compton) and thus negligible impact on local air quality”.

“Concentrations of nitrogen dioxide above the 40 $\mu\text{g}/\text{m}^3$ objective value have been recorded at few locations within the Borough and those with the potential to affect sensitive receptors have undergone detailed assessment. The primarily residential village of Compton is one such location. In 2016 a detailed air quality assessment of emissions from traffic passing through the area along the B3000 (The Street) was carried out. The results of this assessment show that there are residential receptors at which the NO₂ concentration is above the associated objective. However, it is predicted that if little development takes place within the area and vehicles emissions are reduced by technological advances these objective exceedance should reduce to below the objective in to the future, without additional measures being required locally”.

“At one monitoring location in the village of Compton passive NO₂ monitoring data shows an exceedance of the annual mean NO₂ objective (GBC, 2016b). GBC therefore carried out further air quality reviews of this area. The further assessment work found that one sensitive receptor experienced annual mean NO₂ concentrations in exceedance of the associated annual mean NO₂ objective and that additional nearby sensitive receptors were approaching the objective. The assessment identified a risk of exceedance if traffic flows, primarily on the B3000, increased. The area was not declared as an AQMA as the assessment noted that emissions from traffic were expected to decrease into the future which should lead to a decrease in NO₂ concentrations measured in the area”.

The Environment team just shrug their shoulders at this and say that the AECOM report was correct as it only uses 2016 figures but that this year’s readings are leading inevitably in the direction of an AQMA.

I will be keeping in touch with the Environment team on this important subject.

4. **The Avenue**

The Avenue has had a number of incidents recently including a resident being forced off his bike by a car driving without due care and attention. We explained to SCC that the Avenue is a dangerous road for all users, particularly cyclists and walkers. Many villagers use the Avenue to walk to the doctors' surgery and to Binscombe and some even walk to Farncombe.

Our preferred option, to close the road at the Binscombe end and just use the entrance from the Street for access, was rejected by SCC (it would make the road into a private road) as was the other option, which was to make the Avenue like Stakescorner Road, which effectively means it would be access only. The reason for this rejection is that it would need police enforcement which is not available.

The Avenue currently has a national speed limit in place and SCC have agreed to place a request on the Guildford running list for a speed reduction. They also believe introducing markings for pedestrians, similar to Down Lane, with anti-skid, will improve safety for cyclists and pedestrians. It is apparent that the white line in Down Lane has indeed slowed the speed of the traffic.

Cutting back the foliage on the hedges either side of the road would create more space for all users. The best way to achieve this would be by reporting this on the SCC website.

Ken Miller

16 July 2017