

## **Report from William Bagnell on Traffic calming proposals meeting held in 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 my earlier briefing note so I haven't repeated it here. I have just noted important points that arose and action agreed.

The discussion was quite robust, but it was conducted in a polite and constructive manner by all concerned. I think we have established a better relationship with the key players which gives a better chance going forward for discussing and maybe even agreeing suitable solutions although that is yet far from certain.

### **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 don't seem to be critical in the decision process (It was a bit frightening that even Senior police now seem very young to me!)

Jeremy Hunt listened, asked a few comments and then came up with a suggested way forward, which was extremely valuable. Fiona tells me that he has already reported on this meeting on Instagram – see copy below.

### **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. We may want to explore this more with Brown to understand their process better – he came over to chat to me afterwards as we had spoken pre Covid about SpeedWatch and I think he is quite approachable.

### **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 upto Spiceall junction, village gates and slightly 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. I will check with Deveena on the timetable and let you know – I think it is intended to discuss the 2 proposals with 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 – I'll try to find out.

The meeting closed just before 5pm

### **Compton Possible Action**

I will email Matt Furniss, Ducan Brown and Jeremy Hunt today to thank them for attending.

Othe possible action:

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

### **Further notes**

Following on from the traffic calming meeting last Friday, I have spoken to three of the people that were there

Richard Nelson says they will be keeping a focus on what develops now and there will be support from him and Jeremy when needed. We need to make sure we keep them informed. He noted my comments on the 2015 SCC speed survey showing higher speeds than the 2023 survey. The important thing is that there will now be 2 options worked up to deal with traffic issues throughout the village.

Deveena Matharu has explained the process and timing to me. The draft options are being worked up now and they hope will be completed this month. These will be at the conceptual stage. They will initially be presented to a meeting of the Parish Council in mid January. I think the PC normally meets on the third Wed of the month – Chris/Joanna, is that correct? I think Deveena is intending to contact Chris and it would obviously be good to get that fixed.

Deveena says they then intend to have two wider village community sessions in February and also meeting with the Church and Watts Gallery because of proposals near those venues.

Once that is all done, the detailed design is worked up, then costed and the put forward for business case approval.

Finally, I have spoken to Duncan Knox at Surrey County Council. They are working on the practical issues of the option of installing Average Speed Cameras. The main problem so far has been the lack of power supply at the eastern end of the village where the 30mph begins and might involve digging a trench from the east side of The Avenue, across that junction and under the road all the way to beyond Brook Cottages which would be very expensive – but early days in their investigations.

He tells me that plans are being considered for 20 mph and raised tables in Shalford and they are also looking at Elstead.

I asked about seeing tables in action with HGVs etc. It sounds though the ones in Woodhatch Lane Reigate are nearest comparable to what may be suggested for us – there are more in Sunbury but it doesn't have HGVs. I think there are also a lot around Petersham. I'll have a look if I happen to be near any of those areas – please let me know if any of you are.

I had another go at him about the higher speeds at the western end of the village in their 2015 survey – it has been noted but their view is there has been a reduction in speeds with larger cars and greater speed awareness. As long as we do get the two options discussed, there should be traffic calming whatever the actual data today.