

Surrey County Council Traffic Calming Proposals for Compton Report to Compton Parish Council for 18th March 2026 Meeting

Following the meeting of approx. 80 village residents in the Compton Club on 12 Feb 2025 the Parish Council submitted Representations to Surrey County Council on their traffic calming proposals – a copy of those Representations is included in the papers for this meeting.

The Parish Council then asked a number of Compton residents to serve on a traffic committee with the objective of liaising with Surrey County Council on these proposals and keeping the Parish Council and the village informed. Members are William Bagnall, Chris Sharples, Nick Wyschna, Rev Sally Buddle, Liv Timberlake, David Hunt and Claire Griffin.

Since then, we have had four meetings with the Placemaking Group of SCC headed by Deveena Matharu.

Nearly 12 months after our representations were submitted, SCC have finally produced a plan of detailed proposals at a meeting with us on 26th January this year to which Stephen Mallett also attended. Copies of those plans are included with the papers for this meeting. Nick Wyschna has a larger version for you to consider at the PC meeting next Wed 18 March. However, as a result of this delay, there is now limited time for further consultation with SCC before the new County Council elections halt communication in May. After that SCC intend to begin the process of statutory consultation via a Traffic Regulation Order to which one can submit written objections but one would need advice on what constitutes valid and effective grounds. Construction is scheduled for Autumn 2026 and SCC inform us that under the Local Government Reform, all schemes must be completed by April 2027.

It is therefore a critical moment for the Parish Council to decide what position it wishes to take in respect of the various elements of the proposed SCC traffic calming scheme and also how it wishes to report to village residents at the Annual Parish Meeting on Wed 15th April. To help this review, we have commented on the progress (or not) of each item in the same order as in the Parish Council Feb 2025 Representations.

Down Lane

- The proposed 20mph zone remains unchanged which we continue to support
- The installation of a new village sign and village gates are still proposed. We have been waiting for some months for proposed designs from SCC to enable us and the village to comment.
- The area outside Watts Gallery has been redesigned and final design is being discussed with Claire Griffin of Watts Gallery.
- The painted informal footpath extension is also still proposed and we support it providing the existing area is put into good condition.

A3 Entrance to Village

- Village Gates and Village Sign are still proposed and we await suggested design from SCC
- Signage on A3 Slip Roads – SCC advise they have spoken to National Highways but so far nothing firm has been offered.
- Narrowing Carriageway – we had strongly supported this together with a new central reservation as a means of slowing traffic at the village entry point. This is no longer included in the SCC plan.
- Removal of Laybys. We had opposed this. The main bus stop and shelter will remain. There will some realignment of footways.

20mph Zone

- Supporting Measures. On Page 7 of the Parish Council Representations the rationale for providing “light touch” measures rather than physical engineering with vertically raised platforms was very fully set out. Since then, there have been endless discussions with SCC who have remained insistent that vertical measures are essential to support the 20mph zone. The current plan includes raised platforms at three junctions – with Down Lane, Spiceall and Polsted Lane, together with 8 speed cushions between Down Lane and Spiceall.

This stance has already caused deep anxiety and a hostile reaction from many residents fronting the road in this area who would be affected. In an attempt to resolve this, we have had further separate meetings with both our MP, Sir Jeremy Hunt, and Matt Furniss our County Councillor with Cabinet responsibility for Surrey Highways. Matt has refused

to allow light touch measures. He is also resistant to suggestions we have put forward to easing the impact of any vertical measures. The Parish Council and village are therefore faced with a decision whether to accept or seek to oppose SCC's proposal.

- Removal of central white lines. We had objected to this removal. We understand this has been agreed and white lines will remain.
- Eastbury Lane. We asked for SCC traffic engineer solutions to this dangerous pedestrian crossing point. We have been advised that this will be dealt with by installing speed cushions either side of the junction.
- Pedestrian Crossing near St Nicholas Church. The SCC proposals include a zebra crossing here in response to the estimated more than 8,000 pedestrian road crossings a year here. However, in order to achieve permissible sight lines, this will involve the loss of the layby and members of the public will not be able to park there, other than at the church entrance for its purposes. There has been some adverse reaction from neighbouring residents and SCC had offered to meet with them to explain the proposal but that has not yet happened.
- Changes to parking outside the Village Hall. We opposed these and parking will now remain unchanged.
- Zebra crossing at central reservation and relocating bus layby. We thought this was not a good use of funds. It has been taken out of the scheme.
- Planting and Seating next to phone box. We opposed this and it has been taken out of the plan.

30mph zone from Spiceall to New Pond Road Village Entrance

- Raised Platforms. We supported raised platforms if suitably placed. However, the latest scheme has no raised platforms or any other form of traffic calming. Thus the eastern half of the village will remain completely uncontrolled where 70% of vehicles exceed 40mph and 10% exceed 50mph. We have been told that this decision is because there isn't sufficient budget and that additional lighting would be needed – both matters that competent project management would have identified 2 years ago.
- Raised platform or pedestrian crossing at The Avenue. We asked for further analysis of the options for this location. It has been taken out of the scheme and we are told will be considered as part of the Farncombe Local Street Improvement Plan, about which we are trying to obtain information. We have concern that any work under this plan would not be part of an overall coherent plan for traffic calming in the eastern half of the village.

- New path from village green eastwards. Further investigation indicated works needed would be far too expensive and this has been dropped.

New Pond Road Entrance to Village

- Village Gates. We strongly supported these and as previously mentioned, await design options from SCC.
- Priority give-way. We supported a trial. We have been told this is not an option because of level of traffic flow.
- 30mph start. We recommended the start of 30 mph be moved 100 metres eastwards together with any traffic calming measures. This has not been adopted.

Average Speed Cameras

In the Parish Council Representations Feb 2025, it was reiterated why it was believed that the decision by Surrey County Council, Surrey Police and Surrey RoadSafe not to allow average speed cameras was based on grounds that were mistaken. A meeting with the relevant senior police officer was requested. That was not forthcoming but we did receive a letter 17 March 2025 from Surrey RoadSafe outlining their reasoning as:-

1. An engineering scheme is feasible and likely to be a more effective solution to concerns raised
2. Compared to other Surrey sites there is not a particular high level of collisions
3. Average speeds in the built up area are within 30mph. Higher speeds at the eastern end of the village are in a section not built up residentially and with only one slight injury collision in 5 years.

We responded contesting these reasons and the data being used and asking for a meeting once the SCC firm proposals were received. Is that a meeting the Parish Council wishes to follow up?

In the meantime, with help of Fiona Curtis, the Cameras4Compton website has been retained for another year in case needed for lobbying or canvassing views. <https://www.cameras4compton.com/> This includes amateur phone videos of vehicle noise when crossing raised platforms at Woodhatch Lane Reigate.