

Discussion with Wilbar on Friday

Background

The road through Compton is a B road, but experiences heavy traffic as a rat run around Guildford. Traffic comes into the village from the A3 to the west, and from the straight road to the east, both at speed.

There have been no fatal accidents due to speed, but a number of accidents caused by careless driving.

Compton believes that the best solution is Average Speed Cameras, which have proved so effective elsewhere, but are told that the best fit for us are measures to slow the traffic down. AVS will only be considered if these measures don't work.

Points to raise

Communication throughout the exercise of drawing up traffic calming plans has been very poor. Parishioners views have not been taken into account, and there is a perception that SCC are saying that we either accept their proposals or we get nothing.

Their proposals are for speed cushions, a raised table at each end of the built up area of the village, and a crossing at the church.

Compton has always asked for Average Speed Cameras but have been told from the start that these are not an option as we don't have a school or a shop.

Do we have a mechanism for effective complaining against the procedure used.

What are our options? Are there other forms of traffic calming that would be effective?

1. SCC is planning to start the TRO on the traffic calming measures in the next few weeks, no date given. However, no detailed plans have been published. Should they not be published before the TRO starts? Outline plans have been published but they don't show dimensions, exact siting, surface specification or cushion spacing.
2. They should be published on the Commonplace website, but this has not been updated. Our County Cllr says they will be put onto Facebook but surely this isn't sufficient?
3. Should supporting assessments be published alongside the plans?
4. Those who live on the Street are against the proposed cushions because of the perceived noise and vibration they will cause. A number of Grade II listed buildings on the Street. Is there any evidence that the vibration from traffic navigating cushions is damaging to buildings nearby?
5. Is it true that speed cushions are mandatory where there is a level crossing?
6. We have been told that Surrey Police will not support AVS cameras in Compton, but a Freedom of Information request has received the reply that they have not been consulted specifically on this, but had produced a speed management plan. What can we do about that? We have requested records of Surrey Road Safe's conversations with the police.
7. Apparently Chiddingfold and Witley have been allowed AVS cameras as they had VAS before. We have also had VAS. How can we challenge this?

8. The east end of the village has been left out of the consultation completely and will have no traffic calming measures, but will be included in a plan being drawn up for an adjoining parish. As traffic approaches Compton fast from the east as well as from the A3, it must be important that this is taken into account.

Responses from Wilbar

Notes from meeting with Phil Henty of Wilbar Associates: Friday 22nd May

Present: Cllr S Mallet, Compton Parish Council, Phil Henty, Wilbar Associates,
Joanna Cadman, Clerk

Phil Henty is a consultant who has worked on traffic calming schemes for a number of villages. His overall summary was that SCC's plans are pretty much what he would have come up with had we appointed him to design a scheme for Compton.

When traffic calming was first introduced it was very heavy handed and these measures were perceived to have caused damage to buildings, although this was not proven. In the 1990s more scientific guidance was introduced, with a maximum height of calming measures of 75mm and grading on ramps.

These lighter touch methods are what have been designed for Compton. There is no evidence that ramps or cushions will damage buildings.

Cameras: legislation states that compliance should not be achieved by enforcement only. Legislation states that that they should not be the only port of call when other measures have not been tried.

Speed cameras elsewhere: the situation will be different. An A road, number of crossings, number of commercial premises.

East of village being left out of proposals: there are very few frontages to the road.

Cushions every 100 metres: lorries will straddle the cushions. There are no parked cars on the street, which means that lorries will not have to manoeuvre around them, and will not ride over the cushions.

If no speed cushions – can the crossing be downgraded to an island? *Did Phil answer this? I don't have that recorded.*

Shalford traffic calming: 20mph sign, mini roundabout, are considered traffic calming measures.

If the speed limit was 30mph rather than 20mph, would this give rise to different traffic calming measures? No.

Plans: the most recent plans only have to be posted at the date of the consultation, not before. The consultation is concerned with speed, not with technical detail.

What is SCC required to do in the way of surveys to ensure that the measures are not causing damage to Grade I and II listed buildings? This is a planning issue and SCC would not have consulted the planning department as this is a highways matter.