

Representations to Surrey County Council  
from Compton Parish Council  
regarding Proposals for Traffic Calming

February 2025

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# Introduction

The decision by Surrey County Council to make a budget allocation of £400,000 for traffic calming measures in Compton is very welcome.

Since the building of the A3 in 1935, the village of Compton has been impacted by an ever-increasing flow of traffic, much of which is travelling to or from the A3 rather than having a local purpose.

Aggravating factors include: -

- The widening of the road through Compton in 1971,
- the dualling of the A3 with slipways to Compton,
- the opening of the Hindhead tunnel
- poor access onto the A3 from the A31

All have added significantly to the growth in traffic volume to the present level of around 5 million vehicle movements a year. The B3000 through Compton has effectively become the only realistic strategic east west route south of Guildford with a consequential high proportion of large and heavy goods vehicles.

Since the 1950s, politicians have been aware that rapid growth in traffic necessitates making difficult decisions to ensure a balance between the efficient flow of traffic and protecting the quality of life for communities and the environment affected by that traffic. Sadly, up to now, for Compton that balance has been entirely in favour of the traffic, which is why we again say to you that this current Surrey County Council initiative is most welcome.

Since the draft proposals were first announced the Parish Councillors and members of its advisory traffic committee have had regular dialogue with your officers, have studied the proposals in detail and undertaken research on important aspects in order to reach an informed view. Following the two Surrey County Council engagement sessions at the village hall, we held a meeting on 12<sup>th</sup> February this year that was attended by 80 residents from all locations in the village who care about the village and had thoughtful contributions. It was truly representative of Compton village residents and our views set out here do reflect the views of the village as a whole.

We have commented below on all the main proposals you have made. We are aware that these are still at a consultative phase and that any final scheme may not include all of them. There will still have to be detailed modelling and costing before final decisions are made.

We hope that these views and recommendations will provide you with a fuller view than is possible through the online survey. Once the plan has progressed and the various elements have been costed, we assume that decisions will have to be made on which items should have priority.

We understand that there will be the opportunity for us to continue to contribute to that development process through an agreed liaison process.

Our recommendations seek to achieve

- Measures that create a steady traffic flow of acceptable speed rather than disrupting traffic flow
- Measures that do not cause serious noise or vibration disturbance
- Measures that protect rather than alter the existing strong village identity and environment
- Measures that respect Compton's two conservation areas, its Surrey Hills National Landscape status (formerly AONB) and 31 listed buildings
- Measures that enhance our use and enjoyment of the village
- Measures that are best value for this budget spend

# Down Lane

## **20mph Zone**

This is strongly supported, operating from the existing northern 30mph signs down to the junction with The Street

## **Village Gates**

Again, strongly supported. There is adequate road width if placed at the 20mph start

## **Outside Watts Gallery Entrance**

We recognise that these proposals may have some benefits for Watts Gallery. However, the village view is that these changes have significant disadvantages for the village. There is room for 7 to 8 cars to park which is much used for walkers setting off on the North Downs Way. This will add to the existing problem of parking in the road. In addition, there is real concern there will not be sufficient room for coaches, for their turning space and will be blocking the road when dropping off or collecting passengers. Similarly, the local bus stopping in the road rather than pulling in will cause stationary traffic, more pollution and dangerous overtaking. The house owners opposite would not be able to turn left out of their drive. Therefore, we are against these proposals.

## **Buff Coloured Surface for Pedestrian Crossing**

No strong feelings on this

## **Painted informal footpath**

Some mixed views on this with many viewing it as unsafe through providing pedestrians with unwarranted feeling of safety. The current condition is extremely poor. If it is to be retained and extended, it must be refurbished and subsequently maintained.

## **Summary**

20 mph Zone	For
Village Gates	For
Outside Watts Gallery	Against
Coloured surface pedestrian crossing	Neutral
Painted Footpath	Neutral

# A3 Entrance to Village

It is critical to create a real slowing of traffic at the village entrance points in order to change the attitude and behaviour of drivers for the whole of their village journey.

## **Village Gates**

These are strongly supported, but need to be a substantial size and placed so that they have a strong visual impact. Elsewhere in Surrey we have noticed very insignificant gates.

## **Signage on Slip Roads.**

It is understood that National Highways are responsible for the A3 slip roads. We urge Surrey County Council to ask them to add suitable signage on the slip roads to begin slowing of traffic before the roundabout – possibly a 40mph zone.

## **Narrowing Carriageway**

We strongly support the narrowing the carriageway and a new flush central reservation. Planting to support this sense of narrowing would be helpful.

## **Removal of Laybys**

We are strongly opposed to the removal of both laybys and consider it would be a poor use of budget available. Buses stopping in the road will stop traffic rather than slowing it, increase pollution and encourage dangerous overtaking. Removing laybys may deter the use by school buses. We consider these factors to be far more important than any minor benefit to bus drivers when pulling out. The western layby is actively used for essential access to the fields.

## **Summary**

Village Gates	For
Road narrowing	For
Signage on A3 slip roads	For
Removal of Laybys	Against

# 20 mph Zone

## **Principle of 20mph Zone from A3 roundabout to junction with Spiceall**

This is strongly supported.

### **Supporting Measures**

We recognise that Surrey County Council policy requires a 20mph zone to be supported by either “light touch” measures or “physical engineering” measures dependent on the mean average speeds, respectively no more than 28mph or above it. There should be no expectation that police would provide additional enforcement and so these zones must be predominantly self-enforcing.

Surrey County Council policy also states that “vertical traffic calming is not usually considered for more strategic routes with larger volumes of traffic and heavy good vehicles where the road is close to residential properties because of the possibility of noise and vibration”

There are around 5 million vehicle movements a year through Compton with many HGVs of ever-increasing size and weight. Residential properties in the village **already** suffer badly from the noise and an extraordinary amount of vibration – probably due to the higher transmission rate through the local Atherfield clay ground conditions.

We have undertaken extensive observations of raised platforms at Woodhatch Road Reigate which Surrey County Council put forward as an example to look at. This is a busy road but has no residential property adjacent to it. Traffic definitely slows at these platforms, quite a lot have to brake. Once over, traffic speeds up again. Good quality cars don’t make much noise but poorer ones are noisy. Lorries and vans make more noise, some considerably so. Anything loose in them rattles loudly. In addition, HGVs make additional noise when using airbrakes and for 40 to 50m afterwards as they go through lower gears to regain speed.

We believe any vertical traffic calming would have a serious detrimental noise and vibration effect for houses in the planned 20mph zone. The mean average speeds recorded by Surrey County Council are 28.0, 28.5 and 29.3 in this zone up to Fowlers Croft. This is extremely close to the 28mph figure for allowing “light touch” measures and we believe you should implement “light touch” measures such as VAS, roundels, narrowings and crossings in accordance with the flexibility approach set out in your overarching principles for 20mph zones.

Similarly, the suggestion of a chicane or priority give-way in this area would cause significant stationary traffic in busy times with increased noise and pollution.

For these reasons, we firmly oppose the suggestion of both chicanes and raised platforms at junctions of Down Lane and Spiceall and at any point in between.

### **Removal of central white lines**

White lines should remain. The large HGVs already dominate the road in places and white lines help to encourage them to maintain the correct positioning.

### **Eastbury Lane**

We understand that the pavement here might be pushed out to emphasise any pedestrians standing there. This is a difficult location for pedestrians who have no choice but to cross at this point because there is no pavement in front of Eastbury Manor. We ask that your traffic engineers review this again carefully to see if any other measures could be taken here.

### **Pedestrian Crossing near St Nicholas Church**

We support a pedestrian crossing at this point. The precise location needs to be carefully chosen to ensure good sight lines and be not too far from the church car park.

### **Changes to entrance area in front of St Nicholas Church**

We do not support the changes proposed here. The existing layout is already limited to cope with the competing demands of church events, adjoining resident's parking and the entry to Eastbury Manor. The area available to cater for these uses should not be reduced, particularly if the proposed crossing is moved a short distance east. Planting and benches are not needed.

### **Changes to parking outside Village Hall**

We strongly oppose any reduction in car parking space in front of the hall. The future viability of this important village facility is dependent on regular small lettings which need the car parking because there is nowhere else suitable nearby. We understand discussions are in hand with the village hall trustees with the objective of slightly increasing the depth of parking to avoid cars protruding into the road.

### **Raised zebra crossing at existing central reservation and relocating bus layby**

We think these proposals are not a good use of funds and will cause noise and vibration issues for a minor improvement to the existing central reservation which does provide a safe crossing point for pedestrians with good sight lines. We suggest consideration be given to other visual measures to reinforce the presence of the existing crossing such as roadside bollards and road marking. The bus shelter and its layby could be left in its current location.

### **Planting and Seating next to Phone Box**

We strongly oppose the plans here and elsewhere for planting unless they play a direct part in traffic calming – such as at the village entrances. Compton has a very strong existing identity as an historic village in the Surrey Hills area and great care is needed to avoid measures that will suburbanise it.

Similarly, benches would change the identity and, in any case, we cannot see pleasure for residents to sit watching the B3000 traffic

In addition, the planting proposed would potentially reduce sight lines for vehicles exiting Spiceall and reduce sight of the iconic telephone box.

## Summary

20 mph zone in principle	For
Light touch supporting measures	For
Physical engineering supporting measures	Against
Removal of central white lines	Against
Pedestrian Crossing near St Nicholas church	For
Changes in front of St Nicholas	Against
Reduced car parking at village hall	Against
Raised zebra crossing and moving bus shelter	Against
Planting and Seating	Against

# 30 mph zone from Spiceall to New Pond Road Village Entrance

This section of the village has consistently the highest speeding as well as dangerous driving with overtaking. It is an area where strong measures are needed if traffic calming is to be achieved.

## **Raised platforms**

We do support the raised platforms in this area providing they are located so that houses do not suffer from the resulting noise and vibration.

We have already explained why a raised platform at the Spiceall junction is inappropriate and consideration should be given to locating that opposite the village green. We are not convinced there is a benefit in having one at the Polsted junction and that might be moved slightly further east but well before the driveway to Old School House. This would be a less costly structure.

## **Raised platform and/or pedestrian crossing at The Avenue**

We do support measures to reduce traffic speed and improve pedestrian safety at this junction together with the Withies Lane junction. Many people look to cross here and traffic tends to be particularly fast in both directions.

We ask Surrey County Council to undertake further analysis of the options for this location. Would a raised platform create unacceptable noise and vibration for Withies Lane residents as it is situated above them? What form of pedestrian crossing could be introduced here?

## **New path from village green eastwards**

We are supportive of a path from the village green to link with the pavement from Withies Lane.

However, it is a narrow strip of land with a ditch behind and we are concerned it would be difficult and expensive to construct and potentially feel too close to traffic. We are aware the land the other side of the ditch is common land owned by Guildford Borough Council and we would be willing to explore with you whether a more informal path could be created in this area.

## **Summary**

Raised Platforms	For, subject to location
Measures at The Avenue	For, subject to further research of options
New path from Village Green	For, but suggest we explore options

# New Pond Road Entrance to Village

It is critical to create a real slowing of traffic at the village entrance points to change the attitude and behaviour of drivers for the whole of their village journey.

## **Village Gates**

These are strongly supported, but need to be a substantial size and placed so that they have a strong visual impact.

## **Priority give-way.**

At present the proposals only refer to a priority give-way here. We assume that would mean traffic leaving the village (travelling east) has priority over traffic entering the village (travelling west). It has been mentioned by you that there could be a temporary structure put in place that could then be monitored for a number of months. We are unsure as to the impact during busy periods and whether the queues to enter the village would be sustainable, but we would support a trial if your traffic engineers advise this could be viable given the traffic volume. We are not sure if raised platforms have been considered as an option or other forms of road narrowing.

## **30mph start**

Whatever physical engineering measures are decided upon here, we strongly recommend the entry point to the village and hence the start of the 30mph with traffic calming measures should be moved approximately 100 metres eastwards to reduce the disturbance suffered by the houses very close to the road. This should be before reaching the driveway to Brickfield properties to avoid village gates causing sight line issues to vehicles turning out of that driveway.

## **Improved Path Surfaces**

There is a lack of suitable surface for the some of the paths between the first housing close to the start of the 30mph zone and Withies Lane. There are already curbs but the surface is very bad leading to danger of walking in the road. Putting down an improved surface should be relatively easy.

## **Summary**

Village Gates	For
Calming measures	For
Moving 30mph start	For
Improved path surfaces	For

# Average Speed Cameras

This document is fully focussed on providing a constructive response to the traffic calming option proposed by Surrey County Council.

However, we do need to make clear that villagers remain very disappointed at the refusal to be allowed to consider an option for average speed cameras. We believe such an option would have been of considerable value to all involved in assessing the relative merits of average speed cameras as against the option that is before us. There is no certainty which would have been preferred. In a village like Compton there are inevitably valid conflicting issues thrown up by the current proposals which an average speed camera solution would not.

An option for average speed cameras has been turned down on grounds of a speed survey in 2023, limited data of accidents in other villages and SCC policy stating that where possible physical engineering works should be tried first. In addition, we have been told that Surrey Police do not have the resources to take enforcement action.

We have consistently demonstrated why we believe those grounds to be mistaken and we find it amazing in this era of rapid development of technology that processing could be an issue. This is not the place to restate the detailed reasons for our view, but we would still appreciate a conversation with the senior police officer responsible for the ultimate decision made at Surrey RoadSafe.