

Compton Responses to Reasons given by Surrey RoadSafe and Surrey County Council for refusing use of Average Speed Cameras for traffic calming.

From Surrey RoadSafe statement 17th March 2025

The decision not to support average speed cameras was a collaborative decision by Surrey RoadSafe, Surrey Police and Surrey County Council.

Compton Comments: Although Surrey County council are clearly part of this decision, Cllr Matt Furniss has regularly said that it is Surrey Police who will not accept average speed cameras. Subsequent to the meeting on 6th Dec 2024 we were told that the three police officers who attended were not the decision makers who withdrew the inclusion of ASCs as an option to be considered.

We request a meeting with the relevant senior police officer with the expertise and authority to constructively discuss options for traffic calming throughout the whole of Compton.

From Surrey RoadSafe statement 17th March 2025

An important principle of SCC policy is that enforcement cameras are considered as a last resort only if highway engineering measures to manage speeds would be infeasible.

Compton Comments: Infeasible describes something that is impractical, unworkable, or unrealistic. Often used in planning or engineering, it indicates that a project or idea cannot be done effectively under current constraints or resources.

The SCC plan has been altered to exclude any highway engineering measures in the eastern half of the village where traffic speeds are highest. SCC have stated this is because it cannot be afforded within the budget. On that ground alone the current scheme is infeasible.

In the western half of the village the SCC proposals have included raised platforms and speed cushions. The plans have been prepared by SCC since Feb 2025 and finally presented to village representatives on Jan 2026. During that time, we understand that SCC have not undertaken any detailed assessment of the noise and vibration impact on the many old buildings very close to the road, have not considered and consulted with relevant bodies in respect of heritage and conservation implications and have not undertaken air quality impact of the measures in this AQMA designated area. We have not seen an assessment of the consequences of re-routing which could affect the AQMA in Godalming and increase speeds in the eastern part of the village. On the basis of these constraints, the current scheme is infeasible.

From Surrey RoadSafe statement 17th March 2025

Safety cameras are also prioritised at sites that have suffered an ongoing history of collisions and where speeds have been measured and found to be excessive. In the last three years to the end of October 2024 there has been one collision resulting in serious injury, and one collision resulting in

slight injury..... when compared to other sites across Surrey this does not represent a particular high level of collisions....for the purposes of comparison with other locations we rely on collisions resulting in injury (which are generally recorded by the police).

Compton Comments:

Long term data will always give a better picture than a snap shot and for this reason we looked at 10 year data from 2015 to 2024 on CrashMap.

	Chiddingfold			Witley			Compton		
	Slight	Serious	Fatal	Slight	Serious	Fatal	Slight	Serious	Fatal
2015	4 (1 beyond)	0	0	3	2	0	1	1	0
2016	1 (1 beyond)	0 (1 beyond)	0	3	0	0	0	0	0
2017	2	0	0	2	0	0	5	1	0
2018	2	0	0	1	0	0	0	0	0
2019	3	0	0	1	2	0	1	1	1
2020	1	0	0	1	1	0	2	0	1
2021	1	0	0	1	1	0	2	0	0
2022	2	0	0	2	0	0	0	1	0
2023	1	0	0	2	0	0	0	0	0
2024	0	0	0	1	(1 beyond)	0	2	0	0
Sub total	17	0	0	17	6	0	13	4	2
Total points	17			47			43		

There were 17 minor accidents in Chiddingfold (**17 points** using the SCC points scale), 23 accidents in Witley, of which 17 were slight and 6 were serious (**47 points**) and 19 accidents in Compton, of which 13 were slight, 4 were serious and 2 were fatal (**43 points**).

The study considered similar lengths of road from entrance to exit, as follows;

Compton from the roundabout to New Pond Road between Stakescorner and Binscombe Lane (approx. 1.2 miles)

Witley from Milford Lodge to Chichester Village Hall (approx. 1.4 miles)

Chiddingfold from The Winterton Arms to the Golf Club (1.57 miles).

The number would have been greater if Compton had a longer stretch of road assessed (comparable with Chiddingfold and Witley) and the number of accidents would have been greater had those outside the boundary been included but the list of ifs and buts could go on. As it is, the accident issue on the B3000 is as serious as the issues in Chiddingfold and Witley villages where average speed cameras have recently been installed.

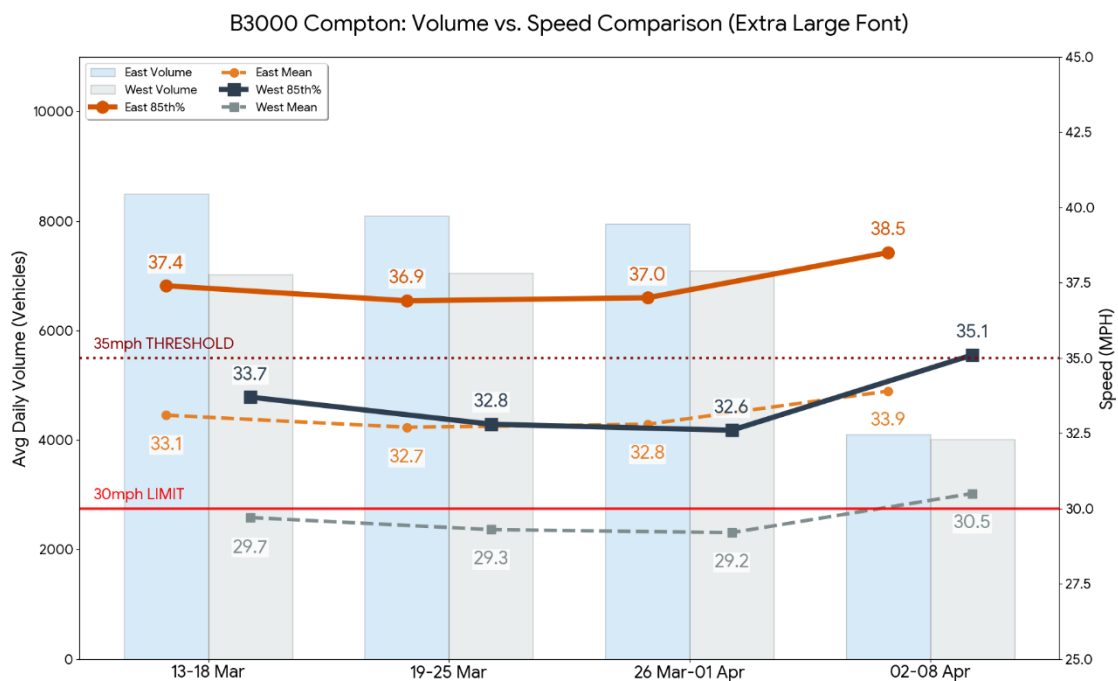
If data from 2022-2024 were applied (although we do not understand how data from this period could have influenced the schemes which were approved earlier), Compton would still have more points using the points system and table above.

Chiddingfold – 3 minor (3 points) Witley – 5 minor (5 points) Compton – 2 minor and 1 serious (7 points)

From Surrey RoadSafe statement 17th March 2025

In February 2023 one-week duration speed surveys were conducted at six locations on the B3000 Compton. This found that the mean average speeds for the western half of the village were all well within the existing 30 mph speed limitshows that the level of speeding is not that bad compared to many other sites across Surrey. Although there are higher speeds to the eastern end of the village....this section is not built up residentially and there has been only one slight injury collision in the last five years (at the junction with the Avenue in 2020).

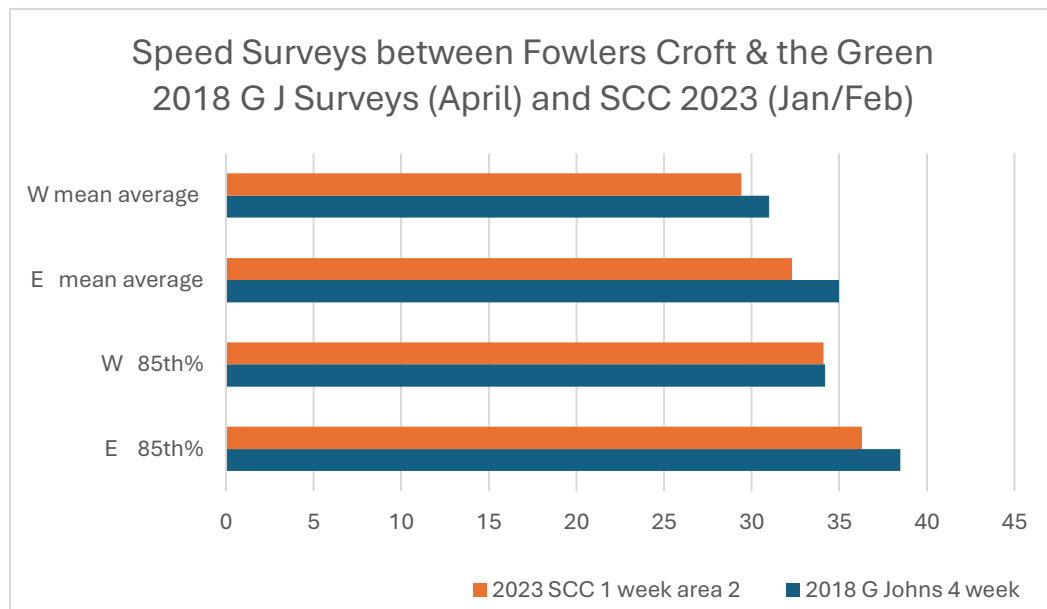
Compton Comments:



The results of speed data vary slightly depending upon the time of year, the weather, the road surface, and equipment used and the location (as can be demonstrated in the graph below).

The mean averages at the western end of the village are within the 30MPH speed limit which is why we would like to see a light touch option at this end of the village, simply because it seems the most sensible option when the readings fall between the maximum and minimum required for either a light touch or average speed cameras (ie between 28MPH and 35MPH). This end of the village has seen numerous accidents because the layout (narrow and windy) makes it unsafe to speed at all and

for this reason applying a buffer of 5 MPH seems illogical. It should be noted that the 85th percentile speeds at location 4 is 33.9 MPH and 33.3 MPH at location 3. Had the study been carried out during school holidays it is possible that the 85th percentile readings would have exceeded 35 MPH. There is also an argument that 85th percentile readings would be more suitable when traffic is not free flowing due to congestion at peak times.



Given the layout of the street, the proximity of properties to the road and the number of accidents, we would like to see a more pragmatic solution that solves this serious issue without damaging the health and wellbeing of residents who live there. Comparing speed data produced by SCC in January/February in 2023 with data produced in 2018 (see below), it is clear that the variabilities mentioned can lead to a variation of a few MPH and hence we would hope that some flexibility would be applied. We note that residents’ concerns are accounted for in the policy and as residents at both ends of the Street have expressed concerns for 50 years and speeds at other locations (1, 2 and 6 of the 2023 survey) exceed 35MPH, that a solution that benefits the entire village, would be considered.

There are very few locations where speed cushions can be installed ‘away’ from property because the property (some of which is listed and with little to no footings) is very close to the road up until the Green. Property is generally set back from the road after this, but speeds frequently exceed 40MPH which makes it difficult for people to access and leave their property. A serious accident in 2012 in which a resident almost died when he was knocked of his bicycle outside South Cottage along with the death of a resident who was also knocked off his bicycle in 2019 near the Avenue, means that very few people cycle anymore and most feel safer driving than walking which is the very antithesis of village life and regional policy. This applies throughout the village and is one of the reasons why accident statistics are not higher because residents have adapted their way of life.

We are also concerned about the lack of any impact assessment for the scheme. Aside from environmental issues is the very real possibility of traffic re-routing to avoid the planned speed

cushions. Any increase in traffic on Priorsfield road or via Milford to Godalming could impact the AQMA on the Ockford road and the reduced volume would invariably see greater speeds at the eastern end where speeds routinely exceed 35MPH now.

There is also the question whether mean averages give an accurate reading when flow is reduced to a crawl at peak times at the western end of the village? In the past 85th percentile readings were used because of this reason.

We have tried, via FOIs to compare our situation with villages who have average speed cameras. Having asked for all speed data that informed the decisions to install them at Chiddingfold and Witley (awaiting further results) we have to date been given a one-week study at 1 location in Chiddingfold that took place during the summer holidays.

SCC's results from area 2 (near the Green) in 2023 were slightly slower than the same location by G J Johns in 2018. The reasons are likely due to differences in the time of year (SCCs was in winter and G John's in spring), the location may not have been the same and equipment calibration may also have paid a small part. The main reason however will have been that 1 week of the 4-week 2018 survey took place during Easter when schools were on holiday. This greatly affects traffic volume (mid-week traffic reduced by a half) which saw an average increase in speed by 1.5 to 2+ MPH.

However, speeds for that week when not averaged out by the remaining 3 weeks present the true picture for that week. The 85th percentile speeds at the weekend were **40.5MPH** travelling East and 36.6MPH to the west. Mid-week, they were 37.3MPH and 33.9 MPH respectively.

- In comparison with other areas, some surveys were conducted during school holidays reflecting a high-risk scenario. In Compton, the 2023 study took place during winter when weather was often below 0 degrees at multiple locations that may not reflect typical or highest risk conditions, potentially affecting eligibility for speed camera interventions. A single 1-week study at an optimal location during school holidays in Compton would have produced different results.
- Lack of comprehensive data for areas such as Witley where average speed cameras have been permitted demonstrates that evidence-based policy making is not always necessary where special circumstances exist.
- The scheme drifted away from the original brief which was to improve the safety of the B3000. The Withies Inn is a very popular pub in Surrey especially for residents. Providing a safe route for residents to reach this pub is an unwelcome omission.
- Policy permits flexibility and Compton would like to see a solution that meets the needs of the initial brief which was to improve speeds along the Street from the roundabout to New Pond Road that does not affect the health and well being of residents or their property. Average speed cameras or light touch traffic calming with camera signs (the police provide regular speed checks) would be an acceptable and affordable solution if some flexibility could be shown for all the reasons described, and as has been shown in other villages where physical traffic calming did not precede average speed cameras.
- Averaging out results masks the number of exceedances with around 132,691 vehicles exceeding 30 MPH every week of which, 25,231 exceed 35MPH.