Compton Stakeholder meeting - Minutes

Date & Time:	**Thursday 7th August 14:00 – 15:00**
Venue:	**Online – Teams**
Chair:	Surrey County Council, Placemaking officer – DM
Membership:	• Surrey County Council, Placemaking officer – DM • Surrey County Council, Placemaking officer -JB • Compton speed watch representative – WB • Compton Parish Council representative – CS • St Nicholas Church Representative – SB • Village Hall representative – OT • Compton Village Association Representative – DH • Watts Gallery Representative – CG
Apologies:	• Representative - NW • Representative – JC •
Guests:	
Note Taker:	Surrey County Council, Placemaking officer – JB

1) Introductions

2) Terms Of Reference / presentation - Please see attached presentation.

WB – Who is the designer designing this scheme?

DM – We are using in house SCC Highway designers for this scheme.

WB – The group representatives have been nominated by the Chair of Compton Parish Council.

3) Overview of the elements that SCC are moving forward in the scheme.

Down Lane

- Extend yellow advisory footway from Watts Chapel to The Street
- Improve bus stop and pedestrian access outside Watts Gallery
- Village gateway at Down Lane

Near the B3000 roundabout

- Raised junction at The Street & Down Lane with informal crossing
- Remove centre line to reduce vehicle speeds
- Village gateway at the roundabout

South of St Nicholas Church

- Raised table positioned away from homes to support 20mph speeds

Spiceall Junction

- Upgrade pedestrian crossing and refuge island- Potential zebra crossing
- Native planting to boost biodiversity and deter footway parking near the village hall next to layby
- Raised table opposite village green
- Junction tightening at Spiceall to slow turning vehicles

Polsted Lane to Withies Lane Junction

- Raised table around/further south Polsted Lane Junction to support 20mph speeds
- Raised junction at The Avenue & The Street
- Village gateway at New Pond Road

Speed Limit Changes

- New 20mph limit on Down Lane and The Street up to Spiceall junction to improve safety
- Potential for there to be a mixture of raised tables and speed cushions.

4) Initial Thoughts and Questions

B3000 roundabout crossing,
SB – What is an informal crossing?
DM – Dropped kerbs on both sides of the road. Unfortunately, we are unable to introduce a more formal crossing like a zebra in this location
WB – I think that will be fine as the feedback that we have received suggested that no one crosses there anyway.

Down Lane:
WB – Strong feedback that the existing yellow path is in terrible conditions, it is not just about extending the strip, but to repair the existing area
SB – There is an issue for safety, as part of the areas are chipped away and therefore a trip hazard. There is also a practical issue, as extending it along Down Lane the road is so narrow you will be walking in the ditch / hedge.
DM – The issue that we have is limited space, our designers are looking into this and looking at how to best design the yellow path to improve pedestrian access along Down Lane. We are also proposing a 20mph speed limit along Down Lane to improve pedestrian access.
CS – The road markings are completely gone along Down Lane. Can SCC renew the road markings when looking at the yellow path? Roundels with pedestrian icon within the road would be a helpful reminder for those unfamiliar with the road that pedestrians use this road
DM – Take those comments onboard and will pass back to our designer
OT – Just a reminder that this is also a bus route.
DM – Aware that this is a bus route, we can have discussions with stagecoach to see if they can adjust their route times so that the busses will not pass at the same time.
SB- Can we make the road one way?
DM – This has been previously looked at and is unable to make the change due to it being a bus route.
CG – Need to be mindful that pedestrians will be accessing the busses outside of the Watts Gallery, and that we do not push pedestrians on the road in front of busses

Near B3000 roundabout:
OT – The removal of the central line is terrifying, we also do not have cats eyes so drivers are unaware of what side of the road they are on at night.
DM – There has been a lot of research that this is a successful traffic calming measure. It has been carried out across many streets in Surrey. We will work with our designers as well as Road Safety engineers to ensure that this is an appropriate traffic calming measure to introduced.
OT – The size of the vehicles using the roads are very large.
DH – I would be very interested to know what the equivalent roads in Surrey are with narrow road, HGV routes, and bends. If we are assured that the appropriate audits are carried out
DM – Of course, all our schemes go through a road safety audit.
DH – We would all be very keen to have Slow Down signage before you reach the Roundabout.
DM – We can look into this, it is not SCC land so we need permission to do so but will request it.
JB – From memory, there is a temporary Slow Down sign from the A3 approach into Compton, we can ask National Highway to make the permanent. It is not SCC land but we can as the question.

South of St Nicholas Church
WB – Disappointed that there is no crossing being introduced
SB – We always prioritise drivers, it is frustrating that we are still prioritising cars over pedestrians due to the sight lines as pedestrians have worse sight lines. Those crossing the road in that location are often elderly, frail in wheel chairs and are unable to sprint across the roads.
DM – Understand your concerns and frustrations. We have spoken to our designers and requested that they focus on a suitable solution to cross the road in this location. Our designers are currently looking to see what can be done that is effective as well as safe for pedestrians.
SM – Every time that I cross that road, I take a leap of faith. The issue is not even mentioned now.
CS – Could a crossing be introduced elsewhere, which could also act as a traffic calming measure instead of a raised table. Why suggest a crossing if you cant suggest it?
DM – In order to introduce the crossing, then the parking space and area for the wedding cars would need to be removed to create the space for the crossing. We are exploring the option to introduce a crossing in that area.
SB – How car one car parking space, trump all the pedestrians who cross that road?
OT – There is also the issues with access to Eastbury Manor at that location.
SB – It would be helpful if someone from SCC Highways to meet with us on site so that we can walk through the area.

WB – Would we be able to meet with the SCC designers when you are ready to share the designs with us.
DM – Yes we can request that the Designers will be able to attend relevant meetings. They wont be able to attend every meeting, however we can invite the designers when about to present the designs.
DH – This is the most complex bit of the whole traffic calming scheme. Can this be prioritised? We can focus on the gates etc. We will need suggestions on designs and specs.
DM – We can ask our designers to prioritise this area.
Raised tables:
WB – How many, where will they be located, extent of speed cushions. When will we have that kind of information?
DM – When we have more detailed designs. We will bring our designer along to the next meeting to discuss this is more detail.
CS - The raised table by my house is the most concern. By the green should not be that much of a concern.
DM – Our designers are looking into speed cushions / raised tables
DH – As a village we are not into native planting or seating. We can deal with that ourselves. Would rather the budget spent on traffic calming.
WB – The only place for planting – By the entry signs
DM – What about outside the Village Hall, on the grassed area?
OT – The Harrow development will probably affect this. If there is anything blocking sight lines from the Harrow it could cause accidents.
CS – Please remember to respect the heritage of our village.

OT – I am concerned about the junction tightening of the Spiceall Junction
WB – What is the process of starting the discussions with the gateway area?
DM – An engagement session with residents, to find out how residents would like to sign to looks – Not sure how this will look like yet, but it is in discussion.
WB – Do you want us to look into this?
DM – A joint effort, we can come with the technical requirements, the residents can come with their creative design.
DH – Some good examples would helpful.
DM – We can create something to share, we are working with Surrey Hills on this as well.
SB – We can put something on the Village website instead of a meeting.
DH – Will the detailed designs show us the gates?
DM – The designers will show us the space, not the designs.

5) AOB & Actions
Action for SCC to bring Highway designer into future meetings where appropriate.
Action for SCC to increase the meetings to 1.5 hrs long

Next Meeting: TBC