Stakeholder group - Agenda

Date & Time:	**Monday 26th January 11:00- 12:30**
Venue:	Compton Village Hall
Chair:	Placemaking Officer - SCC
Membership:	SCC – Placemaking Officer Compton Residents X5 Church representative Watts Gallery Representative Parish Council Representative
Apologies:	
Guests:	**SCC Detailed Designer** **Parish Council**
Note Taker:	SCC Placemaking officer

1. Actions from previous meeting

- **Check the lighting requirements for speed cushions**

Lighting is required for speed cushions and raised tables – therefore if we had included the raised table at The Avenue into the scheme, we would need to included speed cushions between Polsted lane and The Avenue. This would therefore require additional lighting and most likely take us over budget

Q – How much over budget would a raised table at The Avenue would we be?

A – We don't have exact figures, but we would require streetlighting (including under ground works), this would cost SCC at least £100k

Q – Worth noting that pedestrians cross at this junction, and speeding it at its highest point, the development at the Harrow have £10k Section 106 (S106) funding for road improvement, can the funding be used here?

A- Spoke with our Transport Development Officer (TDP), and they confirmed that the S106 agreement was for the developer to provide a crossing by the Harrow, or if not suitable a crossing near the development. The S106 funding will be contributed towards the Spiceall crossing.

- **Look into alternative options for traffic calming measures along New Pond Road if speed cushions are not possible.**

The raised table at the Avenue has been removed from the placemaking scheme, however it will be considered by the Farncombe Local Street Improvement (LSI) scheme. Timelines for this are uncertain. However, once the Compton scheme is completed SCC will continue to monitor the vehicle speeds.

The LSI team are currently going through feasibility design stage and engagement will be carried out – but timeframes for this are unknown at this stage.

2. Map based activity - detailed design proposals

Q – Are there any improvements being made to the crossing with the island (by Spiceall)?
A – No, this crossing appears well maintained, we need to be mindful of the funds we have available.
Q – Can the S106 funds go here?
A – No, the funding has to be spent close to the development (Harrow) – This money has been allocated elsewhere.

Q – Can you describe these crossings?
A – The crossings will be raised, so up to kerb level – allowing easier crossing for pedestrians (wont have to manoeuvre kerbs)

Raised tables:

Q – How does that work at junctions?
A – All three arms will be raised, for example the proposed Down Land raised junction, vehicles will need to go up a gradual slope from Down Lane entering The Street as well as either side of junction. The whole area will be raised

Q – How high will these raised tables be?
A – Because it is a bus route, and a rout for HGVs there are rules in place for the gradient of the slope. It is relatively gentle and all ramps will be of similar size, no greater than 1:20

Q - How similar are they to the raised tables in Reigate (Woodhatch) ? SCC suggested that we (residents) investigated these. These ones the noise of the ramps very loud, and clear that these would be an issue for residents in close proximity. The stakeholders have argued that the 20mph would be needed with light measures without physical measures. Real concern (Western end)

As a resident who lives there, very much against raised tables very problematic for those in listed buildings

A – We will need to look into the raised tables that you are referring to, we have strategically tried to place the raised tables as far away from houses as possible, and where possible have introduced speed cushions where large vehicles such as HGVs can straddle either side of the cushion whilst still traveling at a slower speed. We are unable to introduce light touches such as painted roundels on the carriageway as it goes against SCC's 20mph policy, currently the speeds are too high for simply light touch measures.

Discussion –

As a resident who lives on the main road, very much against these measures. All the residents want is average speed cameras, and not the traffic calming interventions. The village I suspect would prefer to have nothing rather than introduce raised tables / cushions. I think the disadvantage could be far greater than the benefit.

As a resident who doesn't live on the main road, in favour of these measures to reduce the speeds

SCC – If signage was in place, what interventions would be in place to slow the speeds down?

Stakeholder - Suggestion for three raised tables and a raised crossing for the speed reduction methods

SCC – But vehicles will more than likely speed up in between the raised tables, a series of speed cushions throughout will encourage consistent slower speeds.

Mixed opinions for raised tables / speed cushions, some stakeholder for, some against.

Action – SCC to investigate Shalford – A 20mph limit was recently introduced using light-touch measures. As the Placemaking team was not involved in this scheme, further investigation is required. The working assumption is that vehicle speeds in Shalford fall below the 28mph threshold referenced in the SCC 20mph Speed Policy.

Q - Why is the Down lane a raised junction? Could the raised junction just be a raised table closer to the roundabout
A – SCC Designer – Due to the close proximity to the roundabout, and road width, unlikely to introduce a table, potentially include two speed cushions which would not have the same effect for the speeds off the roundabout,
Q – Possibility to narrow down the carriageway?
A – Due to budget constraints, this option is looking unlikely.

Q - Eastern End – Can we look into traffic calming here, can the 30mph sign be moved slightly further back, could a VAS (Vehicle activated sign) be introduced ? / Solar VAS?
Greater awareness needed at that end of the village to slow traffic downs, is there a table planned for Down Lane village gates?
A – We have the same issue with lighting at this location and cannot introduce a raised table due to the lack of suitable illumination. A lamp column is required for both the VAS and any raised table installation. Following the meeting, SCC looked into the option of solar-powered VAS signs. The Road Safety team confirmed that Surrey has trialled these previously, but they were found to be unreliable, particularly in shaded areas. Frequent activation causes the units to lose charge quickly, and the battery lifespan is relatively short compared to standard VAS signs

The gates will have a nice visual impact
SCC question – On the eastern end, where would you like the gateway to be placed?
A- Close to farm, near the bend,

Q - With the avenue – Is there anything that you can do to indicate pedestrian crossing such as street furniture or bollards?

Zebra Crossing outside of church
Discussion - Some residents living near the crossing do not want this zebra, yet during the engagement event this was a popular proposal.

Q: The proposals presented today differ from what was shown earlier. The suggestions made during the initial engagement now appear misleading.
A: During the early engagement, all proposals were presented as concept ideas and were always subject to detailed design. Once it became clear that a pedestrian crossing had strong support from the majority of residents, SCC could then begin exploring how to deliver it through the detailed design stage. Unfortunately, we cannot undertake detailed design work at the outset, as it is costly and would leave no budget available for revising the design if required.

SCC – What are the main concerns with the Zebra Crossing?
A – Devaluing the property, with the belisha beacons.

Can we have a think about why we want a crossing? We have people of all ages, but a large proportion of elderly residents who are trying to cross the road on a weekly basis, these pedestrians are at massive risk trying to cross the road, we need to be mindful of those who actually need and use the crossing as opposed to those who don't use it.

Q – Can we have a raised crossing without any lighting as well as space for a parked car?
SCC advised that only a raised zebra crossing would provide pedestrians with formal priority, and this would require appropriate lighting. Any crossing introduced at this location would also necessitate a footway build-out to ensure adequate visibility for both motorists and pedestrians. As a result, this build-out would restrict the on-street parking that currently takes place in this area.

Discussion-
It's important to recognise that this issue affects the entire village, not just a handful of nearby houses. As someone who doesn't live on this road but often walks along The Street as a pedestrian, I see firsthand how much safer, more accessible and an improvement a crossing would be.

Q - Are there any proposals for traffic calming where the speeding is fastest – i.e. between Spiceall and the start of the village in New Pond Road?
A - the raised table at The Avenue is now being considered into the Farncombe LSI and speeds will be monitored once our scheme has been constructed. The budget has not allowed us to continue the scheme past the Village.

Q - What is the exact budget and how is that allocated between the various project items?
A - we have a £445,000 budget which includes the design and construction cost we don't have specific budgets for each item (however £10,000 of this is specifically for

the village boundary signs) . We have also had some money from Passenger transport to pay towards the bus stop improvements on Down Lane near the Watts Gallery.

Q - Have Surrey Police and Surrey Road Safety (who rejected our preferred option of average speed cameras) been informed of the traffic calming plans and have they said how they intend to support them?
A– During the Traffic Regulation Process (TRO) SCC send the plans to Surrey police for their approval, this is a requirement in order to get approvals from SCC highways to deliver the scheme. In principle, SCC police do support the scheme

The TRO process is the statutory consultation phase, where residents can object or approve the scheme. When the designs are final (following a road safety audit), SCC have to submit an Appendix 1, A request to carry out the works on the Highway, once we have SCC Highway approval we can release the final drawings to the public for statutory consultation.

Q- is there a percentage of objections that SCC have to abide by? For example if 60% of responses object will SCC stop the scheme?
A – Not quite, it depends on the actual objection response a standard objection to Raised tables because “I don’t like them” would not be considered a valid objection. SCC doesn’t work on percentages and rather the validity of the objection.

3. Village boundary signs
Q - How are option designs for village gates and signs progressing?
A - we are progressing this with the artist- appointing a designer this week with concepts to show in mid feb and engage with the parish and the wider village. We will add the 20mph rectangle speed limit signs behind the village boundary signs

4. Watts Gallery
Short discussion around the bus placement and shelter, appeared to be supportive, but may need to be discussed in more detail when more time available. SCC to be mindful of the large vehicles / coaches entering Watts Gallery.
Q – Is there a possibility to have one stop / shelter serving both directions of travel?
A – (SCC Designer)- The difficulty with this approach is that it would require passengers to step directly into the carriageway, which would not be accepted by the Road Safety Audit team or by SCC.

Q - Does SCC have enough time to do a full design change?
A - No, but we will go and have a chat with relevant parties and see if changes can be made.

5. Next Steps / AOB

- SCC to discuss lowering the speeds to 20mph without traffic calming and report back feedback with relevant teams in Surrey (Road Safety) and report back to group
- Designs will need to go through a statutory consultation process (Traffic Regulation Order (TRO)), this includes 20mph, Zebra Crossing and Raised tables - SCC Police and SCC Highway may object to lowering speed to 20mph with traffic calming throughout – Villagers need to be aware that if SCC Police & SCC Highways say no, then the scheme wont progress.
- There is an annual Parish Council Village meeting 15th April – Good target for the village gateway discussions.

- All to be aware of the upcoming May elections (councils are unable to engage with residents during the pre election period)
- All to be aware of the upcoming Local Government Reform (LGR) in April 2027 – All schemes need to be complete by this date
- Detailed design is to be completed by the beginning of February
- Road safety audit, appendix 1 for to be completed next
- TRO to be submitted start of May after the elections – time will be needed to respond to objections
- Construction is currently scheduled for Autumn 2026 – will need to have discussion regarding construction as it is inevitable that there will be some disruption- discuss how best to communicate this with the village

6. Actions

- SCC to send DRAFT detailed designs to stakeholder- **Action complete**
- SCC to find out Shalford Speeds & update the minutes - **Action complete :**

Action Update – Following the meeting, the placemaking team met with the traffic engineer responsible for the Shalford scheme. It was confirmed that traffic-calming measures have been implemented in locations where vehicle speeds exceeded the 28 mph threshold. Traffic calming measures, including raised tables, speed cushions, raised crossings and a zebra crossing were introduced in 2025 along Kings Road and Horsham Road.

- SCC to discuss lowering the speeds to 20mph without traffic calming and report back feedback with relevant teams in Surrey (Road Safety) and report back to group. **Action complete :**

Action Update – SCC discussed with the road safety team and as the average speeds are over 28mph light touch interventions will not be possible and would not be approved by Surrey Highways or Surrey Police. Therefore in order to introduce a lower speed limit of 20mph traffic calming interventions will be necessary.

NEXT MEETING: Mid to end of February