Compton Residents & SCC to discuss Zebra Crossing: Meeting Notes

Date & Time:	**Monday 15th June 10:30- 11:30**
Venue:	Village Hall, Compton
Chair:	DM
Membership:	JB(SCC) DK(SCC – Road Safety) **Residents** **Representative from St Nicholas Church**
Note Taker:	JB

Objective **To present the zebra crossing proposal and discuss/ address resident concerns.**				
Item	**Item Title**	**Lead**	**Time**	**Duration**
1	Introductions	DM	10:30	5 mins
2	Overview of the zebra crossing proposal and rationale	DM	10:35	10 mins
3	Zebra Crossing concerns addressed	JB	10:45	20 mins
4	Q and A	DM	11:05	15 mins
5	Actions/ Next steps	DM	11:20	10 mins

These meeting notes summarise the discussions during the meeting and should not be considered a verbatim transcript.

1) **Overview of the zebra crossing proposal and rationale**

Surrey County Council (SCC) are proposing to introduce a Zebra crossing outside of St Nicholas Church.

Engagement undertaken in 2025 indicated support for this measure, with 66.4% of respondents answering “Yes” to the question: *“Do you support the introduction of a zebra crossing, which will preclude a parking space?”*

The church provided data showing that approximately 4,000 people cross the road at this location each year, equating to around 8,000 pedestrian movements to and from the church, car park, and surrounding walking routes. This figure is likely to be higher, as it only

reflects recorded usage. It was noted during the meeting that the original number SCC stated was incorrect, the minutes has since been updated following further discussion.

It was raised that not all of those crossing for the church cross at the proposed location, for those walking from the village centre it is preferable to cross at the crossing further east where the sight line is better, or those who are driven are dropped off on the layby" SCC responded that the lack of a safe crossing could also be the reason why people do not cross outside of the church. The plans propose to widen the footway to improve the sightlines for residents. Demand should not be assessed solely by current usage.

Due to the volume of traffic an informal crossing would not be as effective. Therefore, a zebra crossing will provide pedestrians priority allowing them to easily cross the road.

To achieve the required visibility splays for the proposed zebra crossing, it is necessary to widen the footway. The pavement will need to be widened even if an informal crossing was proposed.

2) **Zebra Crossing concerns previously raised.**

It was noted that a number of questions have previously been submitted to SCC either for this scheme or for similar schemes. SCC went through the concerns previously addressed:

Can a zebra crossing be installed in a conservation area?

Yes, the zebra crossing is within the highway boundary and does not require planning permission. The zebra crossing is seen as an improvement and therefore would come under a permitted development. *(Town and Country Planning (General Permitted Development) (England) Order 2015.)* The permitted development right still applies in a conservation area. Therefore, allows Highway authorities to install a zebra crossing without full planning permission even in a conservation area.

The conservation officer said the zebra crossing would have harmful impact on the setting of the Grade I listed church, the rural character of the conservation area, and the setting of several nearby listed buildings

The Conservation Officer advised that the proposed zebra crossing would result in some harm to the setting of the Grade I listed church, the rural character of the conservation area, and nearby listed buildings due to its visual impact. This is expected, as the assessment is undertaken from a conservation perspective and does not take into account wider public benefits such as safety improvements.

SCC has carefully considered the Conservation officers advice and weighed up against the road safety benefits that the crossing would result in. On balance, we have decided the safety benefits outweigh any potential detrimental harm on the conservation area. But all efforts will be made to minimise that impact with material choice etc.

During the meeting, a resident raised the request for "documentation of the balancing exercise that had been conducted – by which the identified heritage harm was weighed against the other factors the council considered." No documentation available, discussions were held between SCC officers which are not minuted.

What are we doing to preserve or enhance the character and appearance of the zebra crossing?

Once the TRO process has been carried out, and if approved the scheme will use shrouded LED Belisha beacons, which are specifically designed to reduce light pollution and visual intrusion. The shrouds direct the light down the carriageway

towards approaching traffic, which means far less upward and sideways light spill. This is achieved without compromising safety. The crossing remains fully compliant, clearly legible to drivers, and safe for pedestrians.

We have also listened carefully to the Conservation Officer's comments regarding surface colours. In response, we are actively exploring the use of more sympathetic materials for the tactile paving to ensure the crossing sits as comfortably as possible within its historic surroundings.

Why does the bus stop need to be relocated?

The bus stop needs to be moved because keeping it where it is would interfere with the safe installation of the new zebra crossing. If it stayed in its current spot, it would block visibility, create safety issues, and wouldn't meet the required highway design standards.

The bus service here isn't very frequent, and the stop is only being shifted a short distance further south, so the change should have very little impact on passengers. The new location won't affect any nearby driveways or access points, and it will still offer convenient access to public transport.

Will there be an increase in noise?

The crossing itself is not expected to generate any additional noise compared with current conditions

Why are speed cushions required either side for the zebra crossing

Speed cushions help slow vehicles as they approach the crossing, making it safer and easier for pedestrians to cross.

Will speed cushions here create noise ?

Speed cushions can result in some noise as vehicles pass over them. At 20mph, vehicle speeds are lower, which helps to reduce noise levels. They are designed to minimise disruption while helping to reduce overall vehicle speeds and improve safety.

Will speed cushions result in vibrations ?

National guidance and research show that, when traffic-calming measures are designed and installed properly, they're very unlikely to cause structural damage, especially when they're positioned more than 2–3 metres from nearby buildings, which they are in this case.

SCC's Historic Environment Planning team have advised that, there is no evidence to suggest risk of significant ground disturbance.

Speed cushions are intended to slow vehicles down, not increase the load on the road. When cars travel more slowly, they generally create less vibration and less impact on the road surface. Introducing speed cushions alongside a 20mph limit can also help cut down on the harsh braking and acceleration that tend to cause the most noticeable vibrations.

Our scheme has been designed in line with national guidance and is expected to deliver clear safety benefits by reducing vehicle speeds and improving conditions for all road users.

Has consideration been given to the resident who park their car?

We understand that this area has been used for parking; however, it is within the Surrey County Council highway boundary and is not a designated parking space.

Surrey's Parking Team has confirmed that the area forms part of the access to Eastbury Manor and St Nicholas Church and was never originally intended for parking or a formal layby.

Where will the resident park their car?

The church has kindly offered for the resident to use the church car park as an alternative parking arrangement, which is already used by some local residents.

The only requirement is that the resident would need to park elsewhere during times when church services are taking place.

Has an Equality Impact Assessment (EIA) been completed?
A live working document Equality Impact Assessment (EIA) has been undertaken. This assessment considers the impact on the nine protected characteristics under the Equality Act 2010. The introduction of a zebra crossing is expected to have a positive impact on, Disabled pedestrians, older generation, Children and young people, Pregnant people and carers as well as providing access to religion.
The **nine protected characteristics** under the Equality Act 2010 are:

1. **Age**
2. **Disability**
3. **Gender reassignment**
4. **Marriage and civil partnership**
5. **Pregnancy and maternity**
6. **Race**
7. **Religion or belief**
8. **Sex**
9. **Sexual orientation**

Have you consulted with emergency services?
We consult emergency services as part of the TRO statutory consultation which is to be carried out in the autumn.
Surrey Police have been consulted at an early stage and have raised no concerns regarding the scheme. However, they have advised that they would only support a reduced 20mph speed limit where it is self-enforcing, for example through the inclusion of appropriate traffic calming measures.

Where will the hearses and the wedding cars park?
Following discussions with the church, hearses typically reverse up to the front of the access, as they are unable to enter it. The church has confirmed they are aware of the proposed changes and will make appropriate alternative arrangements where necessary.

3) Q&A with residents

The bollards shown on the drawings are outside of the church – Preventing parking and access to Eastbury Manor.

Our designer is aware that access needs to remain to Eastbury manor and has designed the scheme to allow this. The bollards do prevent parking; however, it is also illegal to park on a zebra crossing or its zig-zag lines and doing so may result in a fine and penalty points on your licence.
Side note – Discussed the bollards with the designer post meeting and they have now been removed from the scheme, if the proposed bollards are required this will be picked up during the Road Safety Audit post scheme should the scheme get constructed.

I have it in writing from Surrey County Council that I am allowed to park outside of my house.
This may have been the case, however the needs and wants from the community to include a zebra crossing outweigh the needs for a parking space.

If SCC spoke to me earlier, then I could have put in a driveway on my front garden.
SCC carried out engagement in 2025, where the zebra was first proposed to residents. A Compton working group was formed post engagement, the group was tasked to work together gathering and providing insight into the village and sharing information with residents during the detail design stage in Compton for the benefit of everyone who accesses Compton Village. All minutes can be found online: Have Your Say Today - Compton Village stakeholder group meeting minutes - Compton Village

The working group is biased, and is not a true reflection of the whole village.
Compton Parish Council made their recommendations as to who should be on the working group, SCC went with their recommendations.

Would SCC work with the resident to help submit a planning application for a driveway or dropped kerb?
No, this is not something that we would offer.

Should a resident choose to submit a planning application for a driveway or dropped kerb at this location, how likely would it be to be approved?
The approval of any planning application or dropped kerb request would be determined by the relevant planning and highway authorities following consideration of the specific details of the proposal and applicable policies. As this falls outside the scope of the project team, a definitive view cannot be provided. However, based on the circumstances discussed, it was noted that approval may be unlikely. Residents seeking to pursue such an application should contact the relevant Planning Team for formal advice.

You say that the zebra will benefit the community , yet those visiting the church are from outside the village.

This will be a community facility, as mentioned 66.4% of the community responded stating that they would like to see a safe crossing introduced here.

What the village really want is average speed cameras, the members of the community don't want the scheme – None of it.

This is to discuss the Zebra crossing, not average speed cameras. It has previously been discussed that SCC and Surrey Police will not support the introduction of average speed cameras

The engagement was not an accurate reflection of the designs being presented, SCC should have said if residents want 20mph then it would come with traffic calming measures

The proposals shown during the 2025 engagement event were concept designs. At that stage, we were seeking public support in order to progress to the detailed-design phase, where SCC designers examine the technical detail of each element. The 2025 engagement specifically asked for views on raised tables across junctions, and the concept proposals included a range of potential traffic-calming measures throughout Compton village. This included priority give-way features, centre-line removal, additional 20mph limits, village gateways and raised tables.
Most of the proposals aimed at reducing vehicle speeds in the village received public support.

Have you done any pedestrian surveys for either the church crossing location of the village hall location?
No, pedestrian survey's are not a mandatory requirement

Why cant you put the crossing by the village hall, especially as the engagement results were more in favour of this?

This location was considered previously. However, during the first working-group meeting, concerns were raised that a crossing was needed closer to the church. There is already a pedestrian refuge island outside the village hall, whereas the church area has no such facility and was identified as a greater safety priority.

Can you put an island outside of the Church instead? Or is there an alternative style crossing?
No – Not enough road space for a pedestrian island, the only alternative is the drop curb uncontrolled crossing however as mentioned earlier, due to the volume of traffic an informal crossing would not be as effective. Therefore, a zebra crossing will provide pedestrians priority allowing them to easily cross the road.

Can you even put a crossing on a blind bend, is it safe?

Our designs comply with the required guidance, and they are also subject to independent Road Safety Audits (RSAs). No safety concerns have been raised through that process.

Will the police do speed checks on the 20mph zone?
If the speeds remain a concern, then yes. However, the purpose of the speed cushions is to help *self-enforce* the 20mph limit, reducing the need for additional interventions.

Movement of the bus stop – Very close to the corner, is that safe?

Our designs comply with the required guidance, and they are also subject to independent Road Safety Audits (RSAs). No safety concerns have been raised through that process.

GBC conservation officer raised conservation harms, what are the listed building that they mentioned?
The GBC Conservation Officer raised concerns regarding potential conservation harms, specifically referencing the Grade I listed church, the rural character of the conservation area, and the setting of nearby listed buildings.
However, aside from the church, no other listed buildings were individually identified.

Does the conservation officer have a greater say than SCC?
No - the conservation officer does not have greater authority than SCC. Their comments do not override the road-safety benefits of the scheme. The conservation officer's response was expected,

as they comment solely from a conservation perspective, not on the overall balance of safety, function and design. Their input is considered alongside all other factors, but it does not determine the final decision.

Will there be zig zags on the road, and if so, what colour?
Yes there will be zig zags, and White

Assume that you can cross them for driveways?
Yes, you just cannot park on them

What about Eastbury manor – Can lorries / still access it?
Yes

Residential side note – Eastbury manor, previously owned by Bupa, has a restrictive covenant on it, it cannot be sold and used as a nursing home. It is being sold as residential use.

SCC- A zebra crossing will service Eastbury manor, those using / living in Easbury Manor will be able to have a safe crossing from one side of the street to the other.

Side note – confirmed with designer post meeting that the zebra crossing has been designer to still allow access for emergency vehicles (fire engine / ambulance),cars and vans.

How high are the speed cushions?
75mm – Side note, this was checked with our designer post meeting and is the correct height

There are two speed cushions directly outside of my property (Eastbury cottage)

Side note, this was checked with our designer post meeting. The designer said he had carried out vehicle tracking when completing the detailed design and the tracking shows that it should not be an issue turning in as the car can over-run the cushion fully before making the turn. It would be similar if the resident chose to reverse from the driveway. Highway code recommends always reversing in and driving out from a private access.

The properties on your designs appear much further back than they are in real life.
The base mapping we use is from Ordnance Survey, which is the national mapping authority. We have to work on the basis that their mapping is accurate, although the way a design is presented can sometimes make distances look slightly different from how they feel on the ground.

How many people have written to SCC in support of the scheme as a whole? Distinct from the 2025 engagement survey?
Emails expressing support for the scheme have been received by the project team. However, at the time of the meeting, the exact number of representations received was not available.

Collision data at the proposed crossing location

No reported collisions have been recorded directly at the proposed crossing location according to the CrashMap data reviewed. However, it was noted that the absence of recorded collisions does not, in itself, indicate that a location is safe to cross, and that the provision of a formal crossing can help address perceived and actual risks for pedestrians.

It was raised during the meeting, and added following the meeting a request to formally record that the residents most directly affected by the proposed crossing had not been meaningfully consulted or engaged prior to this meeting.

4) Actions/ Next steps

A Traffic Regulation Order (TRO) is a legal process that allows the highway authority to introduce changes such as speed limits, parking restrictions, speed cushions, raised tables and pedestrian crossings. Before any of these measures can be installed, the TRO must be formally advertised and opened to public comment. We are looking to start the TRO process in Autumn 2026

Statutory Consultation

Before we can introduce changes to the highway, we are legally required to advertise our intention and give residents the opportunity to comment. This statutory consultation covers elements such as 20mph, speed cushions, the zebra crossing and raised tables.
As part of the TRO package, we publish:

- The proposed drawings
- A Statement of Reasons
- An online facility for residents to support or object to the proposals

Considering Objections
We are legally required to consider all objections. If issues are raised that highlight something not previously identified, the scheme may need to be adjusted before a final decision is made.

Decision-Making
The final decision on whether to proceed with the TRO (with or without amendments) is made by Matt Furniss.

Where the TRO Will Be Advertised?
The TRO consultation will be published on the Surrey County Council website under: Roads and transport proposals and consultations - Surrey County Council.

We will also update the Compton Commonplace website, as well as put up adverts in the local paper and within the affected area in Compton. We can provide paper copies of the TRO for those to view at the Church.

Consultation Period
The legal minimum consultation period is 21 days. Surrey County Council typically consults for 28 days as standard.

Have TROs ever been withdrawn?
Yes. There have been occasions where a councillor has withdrawn their support, resulting in a TRO not progressing.

How long after the consultation will a response be issued?
There is no fixed timescale. The response will be issued as long as it takes to properly review all feedback and complete the decision-making process.

Is this a vote or referendum?
No. A TRO consultation is not decided by the number of objections or expressions of support. It is not a vote. All comments are considered on their merits, not counted as a tally.

Construction
Following the TRO process, if approval is granted to construct the scheme, works would take place after Christmas 2026. At this stage, we do not yet have confirmed details on the traffic-management arrangements that will be required during construction. Based on similar schemes, the construction period is typically one to two months, but this will be refined once the contractor develops their programme.

Access to Properties
Access to properties will be maintained throughout the works. While there may be temporary diversions at certain stages, schemes of this type are usually delivered under two-way traffic signals, allowing residents to reach their homes at all times.