

## Comments up to 03.03.25 ( 146/149 captured)

### Copied and pasted from Community Planning Online Engagement Exercise

*Fix potholes at the Avenue and Spiceall.*

*20 MPH throughout the village*

*Firstly, will the 20mph limit in Down Lane extend to the paintbrushes up the hill as you are heading to the A31? We have an issue with cars accelerating from the top of the hill near Greystones?*

*Can the bus be reduced to a hopper bus? this causes continual problems with traffic as the bus used is too wide for the road? It is always empty. The painted footpath on Down Lane is ridiculous and dangerous. Land should be reclaimed from Coneycroft Farm and the original footpath used which is OFF the road.....and it should be illegal for an electric fence to run along the wooden post and rail boundary fence which people grasp to maintain balance as cars pass. Also, many cars do not drive over the footpath when there are no pedestrians which makes it impossible to have two-way traffic!!*

*Narrowing the entrance to Watts Gallery in the proposed way would be extremely problematic. Coaches regularly use this space to unload children and there is no other place for them to do this safely and out of the way of traffic. It is also one of the few places on down lane that buses can safely pass each other. The consequences of this kind of tight manoeuvring were seen last year when the historic lych gate was severely damaged outside the cemetery. I can foresee significant blockages on the road if the plan proceeds as proposed. Whilst I fully support the implementation of a 20mph limit, I would recommend the remainder of this plan is seriously rethought.*

*This all looks good but can we also focus on potholes? The Avenue and Spiceall are particularly bad.*

*Please treat the village as a whole, meaning continuing the 20 mph all the way through the village until the 30mph changes to 40 mph past Brook Cottages*

*Firstly, will the 20mph limit in Down Lane extend to the paintbrushes up the hill as you are heading to the A31? We have an issue with cars accelerating from the top of the hill near Greystones? Can the bus be reduced to a hopper bus? this causes continual problems with traffic as the bus used is too wide for the road? It is always empty. The painted footpath on Down Lane is ridiculous and dangerous. Land should be reclaimed from Coneycroft Farm and the original footpath used which is OFF the road.....and it should be illegal for an electric fence to run along the wooden post and rail boundary fence which people grasp to maintain balance as cars pass. Also, many cars do not drive over the footpath when there are no pedestrians which makes it impossible to have two-way traffic!!*

*Narrowing the entrance to Watts Gallery in the proposed way would be extremely problematic. Coaches regularly use this space to unload children and there is no other place for them to do this safely and out of the way of traffic. It is also one of the few places on down lane that buses can safely pass each other. The consequences of this kind of tight manoeuvring were seen last year when the historic lych gate was severely damaged outside the cemetery. I can foresee significant blockages on the road if the plan proceeds as proposed. Whilst I fully support the implementation of a 20mph limit, I would recommend the remainder of this plan is seriously rethought.*

Regarding parking outside the village hall, I understand the issues of cars reversing out of the current layout. I would suggest you introduce marked parking bays at an angle 45 degrees to make easier viewing to reverse out into the road. This should give you more parking spaces than you have allowed in your proposal.

*Does (the corner by phone box) need anything on it?*

*I think speed tables are a terrible idea and noisy. We have a LOT of lorries day and night and the noise will be awful. I think the use of 'priority access' alongside the village 'gates' suggested would be good but they MUST be at the A3 end roundabout and at Mellersh Farm end of the village. Adding 3 pedestrian crossings at 3 strategic points too - one by the church, one by the village hall and another by 'the Avenue'. I don't see any value in adding one by the A3 roundabout*

As previously added to comments. I think it's VERY important you view the village from start to end and not just around the village green and the A3 roundabout!

*All give way measures to be assessed over a period of time to evaluate effectiveness and practicality. If detrimental traffic jams become counterproductive then reevaluate*

Ensure pavements are well maintained especially attention to tree root damage. Improve lighting and signage and make the most of the wonderful telephone box which is a great feature of our village

*30 mph average speed cameras on the street and 20 mph for Down Lane makes most sense. 60 seater buses will not be able to turn around at Watts Gallery if the proposed drive and seating areas are installed. The Gallery will not be able to host schools as easily. Children would need to be dropped at the Street round-about at the bottom of Down Lane.*

20 mph should be applied to the ENTIRE village from one gate to the other!!! I support 'priority access' and NOT raised tables

*30MPH average speed cameras from top of the Street to Spiceall junction*

Put seating in the green instead!! The planting would obscure the phone box and not aid exiting the junction.

### *An average speed camera*

The Village Hall has limited parking. This should be preserved at the very least.

*My only concerns are that near the village hall there needs to be enough parking. As you could see from the consultation this evening there are currently (10?) spaces. If you remove them, where will people park if you wanted, for example, to hold a consultation about something else, again??*

Your phone box won't get on TV if it is not seen. Vegetation on corners reduces visibility and thus safety. Obstacle courses distract attention and potentially reduce road safety. The most effective means to creating a "village centre" is removal of the through road and at least one shop. An alternative through road is unlikely. The most effective means to control speed is an average speed camera. It is my understanding the the police, charged with road safety as well as speed enforcement, will only install cameras at accident blackspots. Therefore, the conclusion seems to be that notwithstanding that being hit at 20 mph is much less dangerous than being hit at 30 mph (and with the understanding that the current average speed through the village is likely to be 33-36mph) the case for 20 mph is unproven, whereas that for enforcing 30 mph is proven. Anybody who has experienced a loved one screaming with pain at going over a road hump at 5 (five) mph on the way to chemotherapy, because any speed not on a smooth road will do this, might hesitate at wilfully inflicting pain that many might have to cope with to reduce accident statistics of ... what? What is the statistical justification in terms of actual incidents?

My wife is safely dead and can't be hurt by your road hump scheme. You might consider those who still have the experience to come. Experience as a pedestrian suggests that very slow speeds of cars make it more likely to cross in front of them rather than behind them. Experience of 20 mph zones and road clutter over an extended area suggests that even the more experienced and trained road users (the police) have difficulty maintaining 20 mph. When 20 mph zones are few and where they are the most appropriate (eg central Puttenham) safety statistics might improve, if improved statistics are possible. When 20 mph zones are more widespread, especially if in combination with obstacles/measures to reduce visibility or distract attention, or to make the pedestrian less vigilant, the numbers will change adversely. Improvements that have been made include clearing the vegetation from in front of the no-right turn sign into Down Lane and bringing the total of signs from 3 to 4. I've personally experienced danger three times when the signs have been ignored (which also occasions the build up of traffic). Obeying the signs seems to have improved with them being visible. There might be reasonable scope to make Withies Lane one way in the direction of the pub. Although a long winded exit, the junction of Polsted Lane with the street is of the ideal character for joining a

main road, with excellent visibility in both directions. It is perhaps the tragedy of Compton that it is on a main road. Pretending that it is not may not prove to be constructive. An easy win is to fill the potholes on the bend on New Pond road just outside the 30 mph zone. This will prevent the obvious safety issue of vehicles crossing the carriageway to avoid them and cost about the same as a planter on a street corner.

*Why is the 20mph speed limit and this entire proposal not considering the New Pond Road end of the village (again) after the numerous comments in the last 'engagement' meetings? the village ends at Mellersh Farm and not just after the village green*

Leave (Spiceall corner) alone. Stop wasting money and adding vanity project un-effective 20mph speed limits

*Please retain the telephone box as a much loved feature.*

Thank you for listening to our views about how to make our village safer and more pleasant. I appreciate all the work and energy that has gone in so far. I live at 4 Brook Cottages, GU3 1HX, at the New Pond Road end of the village. As discussed with your team at the engagement session this week, I was really hoping it would be possible to extend the pavement out further to link us up with the village. As it stands, we cannot walk from our property to anywhere in the village or beyond, without walking in the road which can be very frightening due to the high speeds of traffic and limit space/separation from cars due to hedgerows. I would like to be able to walk to the pub or club and take my dog for a walk from my property safely. This would help Comptonites to use active travel to access services such as GP/train station shops in Binscombe etc. without having to rely on cars.

We definitely support many of the changes and traffic calming measures. Living at the new pond road end of the village, we would like to see the new paving extended beyond withies lane, ideally to binscombe, or at least to include the entire area up to where the speed limit currently changes. This would allow us to safely walk from our houses without having to step into the road with the constant fear of large and speeding vehicles. This would also allow all Compton residents to walk, cycle or use other active travel measures to access local facilities in farncombe/ binscombe eg train station, gp surgery, shops etc. An alternative would be to improve pedestrian facilities on the avenue - which is currently very dangerous to walk on. Overall, I feel physical measures to slow traffic (e.g the give way / single lane options) would be most beneficial. We saw the option for this to be installed at new pond road at the proposal meeting but this does not seem to feature in this questionnaire- we would support this.

- 1) Bus shelters should be positioned so that people waiting can see a bus approaching. 2) Specific consideration should be given to the safety of people using bikes in Compton. The area of proposed improvement is on the desire line for a walking and cycling route

between Farncombe Station and Watts Gallery/NCR 22. Provision for following this route should be in the plans including safely, continuity, and signage. (See Waverley LCWIP drafts.)

Area near St Nicholas church - Keep the layby as parking - needed. Bus stop can move, and zebra crossing better a bit further south to improve sight lines. Don't see any point in planters and seating - no-one will want to sit out there - the important things are reducing traffic speed and giving a zebra crossing.

Outside village hall - DON'T reduce the existing parking - it's not enough as it stands. I support formalising it with lines between spaces. Pavement here could easily be narrowed towards the north of the layby to allow full sized spaces to extend all the way. This may not be SCCs remit but co-operation with village hall/Village Council could give better solution overall.

Speed tables - not convinced - if they are shown to be the best way to reduce speed then they must be gentle/low enough to allow HGVs to go over at 20MPH without slowing further.

I disagree with narrowing the junctions and widening the pavements eg Spiceall, Down Lane. There will never be a great number of pedestrians and standard pavement widths are fine. Narrowing junctions will make it harder for traffic, especially the bus which goes up Down Lane. In general there are some great ideas here - reduce speed, provide road crossings etc. These could make a real difference to those living on the Street (including myself). But we can't lose what little parking we have by the village hall and near St Nicholas, and it's unrealistic to imagine crowds of people strolling along through the village and sitting by the road - it won't happen, so please prioritise free (though slower) traffic flow to minimise speed-up and slow down, idling while waiting to turn etc. Thank You

Don't narrow the junction - no value in wider pavement - they're fine as they are. Concerned about all raised tables throughout - if installed they must be gentle enough to not required HGVs to slow down below 20MPH (others in villages nearby require slowing to walking pace!)

Further PERSONAL comments from a former chair of Compton Parish Council.

Down Lane 1. The existing pedestrian walkway between Watts Gallery and B3000 doesn't work well. The roadway isn't wide enough to accommodate two lanes of traffic plus the walkway, so pedestrians are always in jeopardy if traffic arrives from both directions. Repainting it won't solve this problem.

2. Having a pedestrian crossing point south of Watts Gallery is a good idea, but just making it buff coloured instead of a proper crossing is confusing for motorists and pedestrians – who has priority? Buff paint on highways is not widely understood, if at all. Another safety issue.

Down Lane Junction and Roundabout 1. Question re crossing: none indicated on plans St

Nicholas Church 1. I believe a parking space is necessary for the first house south of the church path; leaving one space which could be commandeered by anyone may not be an adequate solution. Not convinced the pavement needs to be wider here.

2. Pedestrian crossing here is excellent idea. It does NOT need to preclude a parking space if it is moved slightly, and the bus stop can also be moved without drawback.

Village Hall 1. The Village Hall has suffered from lack of parking for more than a decade; reducing the available space(s) in front of it is the opposite of what is needed. Seating and planting should be subordinate to this. Perhaps introducing extra parking on the opposite verge could be considered?

2. Pedestrian crossing here is a good idea Spiceall Junction 1. I don't support moving the eastbound bus stop to the other side of Spiceall Junction. Increased likelihood of traffic behind bus at stop backing up across pedestrian crossing. Less of a safety issue if it blocks Spiceall Junction.

2. I support the raised table at the junction.

Don't touch the Phone Box!

Yes, the pavement needs to be maintained, along the street much of the pavement is overgrown but is already there. It would be easier to maintain if some of the trees were cut down, and easier to join up pavement on the other side of the street with a crossing where the pavement runs out.

The rationalisation of parking outside the village hall will lead to reduced parking places. This will encourage people to use the hall to park wheels on the pavement on the opposite side of the road outside Forge End House, Oak Lodge and 1 Fowlers Croft. This is a safety issue as pedestrians are forced into the road. This already occurs when the hall is let out and extremely busy. What measures can be put in place to prevent this. Bollards should be considered.

I'm in favour of speed control measures, but table tops and priority passing are poor and harmful strategies. Reduction to 20 and install an average speed camera, it's not that complicated. Do remember, when the A3 has a problem, Compton is an alternative route, whether you like it or not. Your measures will lead to gridlock on these occasions, which is fairly frequent.

I am in favour of reducing the speed limit to 20 mph but this should be through the entire village (not stopping at Spiceall as seems to be suggested). I do not support traffic calming through road narrowing/give way locations, as with the current volume of traffic (which will not be

reduced by any of the proposed schemes) this is likely to cause traffic jams at certain times of day which is not an improvement. Use of tables/raised junctions seem to me to be a better calming measure.

In general I don't support additional planting, the area is sufficiently green already and who will maintain the planting? It also seems to contribute to road narrowing. I also do not support a lot of additional seating except at bus stops, it is an unavoidable fact that the village is on a major road and a major road is unlikely to be a pleasant place to sit however much planting is done.

Regarding the proposed reduced parking at the Village Hall, use of the hall contributes to the community feel of the village and really it needs more parking not less. Fewer parking spaces is likely to lead to more people parking on the pavements which is not an improvement. The pavement outside the hall is already quite wide so I would prefer to narrow it and maintain or increase the number of parking spaces.

I support traffic calming but have the following additional comments:

- 1) Down Lane junction with B3000 - no-one ever crosses this to walk north. The bus route no longer serves this area so why have 2 bus stops
- 2) Eastbury Lane - a safe pedestrian crossing is desperately needed across the B3000 at the location of the Eastbury Lane. A lot of people need to cross here - both people living on Eastbury Lane and those wanting to walk their dogs on the footpaths at the top of Eastbury Lane. It is not safe.
- 3) Outside the church - while I would like to see a pedestrian crossing here, not at the expense of losing the parking spot
- 4) Outside village hall - parking is desperately needed here, but you seem to have reduced the number of parking spaces by making them parallel parking, rather than increasing the number. Please can the number of spaces be increased.

Surely the phone box is sufficient? It is a village icon. (re what else can go on the Spiceall corner)

Regarding the parking at the village hall. I would propose extending the existing parking area into the pavement, a large portion of this is council owned so no need to purchase from the Village Hall. It is currently not deep enough for a lot of cars creating confusion as to which angle to park at, some going up on to the pavement with their front tyres, or with vehicles jutting out into the B3000. There is currently a large pavement and I feel some of this could be used to make the entire length of the parking deep enough for vehicles to park nose in, thus allowing at least 12 cars to park, which would cover most smaller hirers needs when hiring the hall.



One of the main issues of speeding vehicles is they enter Compton either driving fast off the A3 often not needing to stop at the roundabout and/or along the Compton straight past Loseley - more needs to be done to slow vehicles down as they enter the village at these points

In favour of reducing the speed limit to 20 mph - BUT this should be through the entire village (not stopping at Spiceall). I do not support raised tables at all in our beautiful little village. They will be noisy with the many lorries we have and create the feel of a busier road! Calming each end of the village with 'priority access' points and gates would be beneficial, although I sense there will be a significant build up of traffic and therefore more pollution!!

I don't support planting - the area is green and leafy + planting will require regular maintenance and resources for this are unlikely to be actioned regularly. I only support an additional seating at bus stops (which need shelters). The proposed reduced parking at the Village Hall is ridiculous - it needs more parking not less. The pavement outside the hall is already very wide so narrowing it to increase the number of parking spaces would be better.

You need to include the entire village from one end to the other. If you consider Withies Lane and Brook Cottages to be a part of the village then include them. The village clearly begins at Welldiggers and ends at the A3 roundabout. Watts Lane being 20mph is a good idea however it would be close to impossible to speed there as it's single lane! Withies Lane, Polsted Lane and The Avenue shows as a National Speed Limit - they should ALL be 20 mph. Same goes for Spiceall and the side roads. Re Spiceall The corner is fine as it is. There is greenery and the Phone Box is fantastic and IS a feature of our village

Would prefer average speed cameras over a 20 mph limit

Double yellow lines at the junction on Spiceall to stop people parking too close to the junction

Whilst the improvements proposed will make cycling safer which I support, I object to the 'no right turn' into Down Lane when heading west. This is mandatory for all forms of traffic but cyclists should be exempt. Cyclist should be allowed to turn right into Down Lane at this junction.

We don't want speed bumps, we want average speed cameras. It is a busy road and it will cause more traffic build up by putting in narrow passing places and removing the indented bus stops. Down Lane should be 20mph with average speed cameras. The street 30mph with average speed cameras. That's all that's needed. Also the village pond needs attention. I see that's not factored into the plan. It's a haven for Aquatic life but in desperate need of repair to sustain the vital habitat. Please sort it out.

Spiceall corner, average speed camera



To extend the pavement from Withies Lane to the farm shop on New Pond Rd. When the farm shop was last open many residents walked on the road from both Compton and Binscombe/Farncombe. Despite that part of the road being 40 mph the traffic is significantly faster. on numerous occasions residents find it safer to walk across private land at the back of Brook cottages to safely access the entrance to the farm shop. The farm shop is due to reopen in the Spring.

Very pleased to see any of these welcome proposals

I just want average speed cameras, please stop trying to distract us with all this mince

Spiceall – what to put on the corner; average speed camera.

Most of the proposed changes for gateway entrances and 20 mph speed limit would increase the length of traffic queues and levels of driver frustration for commuters introducing new risks of accidents

Spiceall corner; Better street lighting, better drainage, removal of puddles that can cause pedestrians to be soaked by spray from passing vehicles

20MPH limit from Withies Lane all the way to the roundabout.

Gateways at both ends of the village are essential but not Give-Way gates which will increase queues and add to air pollution. The 20mph speed limit should be extended beyond Spiceall to at least the junctions with The Avenue and Withies Lane, if not to the end of the village. No thought seems to have been given to the bus stops, on both sides, outside The Old School. These must be retained as they are used by villagers but should be made safer. At least these can be stops in the road as there is no room for a lay-by which will satisfy the desire to have stops in the road. Signs should be painted on the road surface at regular intervals indicating the 20mph limit. The idea of planting, benches etc is ludicrous and a waste of money. As the B3000 is a designated HGV route, there is no hope of reducing this type of traffic. Compton meets all the criteria for average speed cameras and these should be put back on the agenda.

Spiceall - Leave the bus stops alone. A lay-by is essential in a lot of cases. School buses will not stop at bus stops where there is no lay-by. No-one wants to sit on a bench and watch the traffic passing on the B3000. As for planting, who will maintain the planters, water them, re-stock them...?

I think speed cameras would be a better solution. I live in The Avenue which is a busy traffic rat run morning and early evening. The speed limit is 30mph and we often have cars speeding in the road. A raised traffic ramp would stop this and also it being a 29mph road.

Firstly many thanks to those who are valiantly trying to progress this! If tables are considered too noisy, and narrowing with priority is potentially impossible on such a busy road, we're only left with gateway, signage, roundels etc which will help with those who just drift around at 35-40 possibly without really meaning to speed. Unfortunately the drivers who think they are more important than anyone else will continue to charge around until there is a legal (camera) or physical impediment. It is also difficult to assess when so little information is given about the effectiveness and unintended consequences of various options. Forcing priority flow round an obstruction seems impossible on such a busy road, but somehow everyone negotiates a "bilateral" priority flow at between Peasmarsh and Shalford over the river. Queues are only caused by other problems. Could this be done away from houses in the wooded areas where people speed up? Or on the New Pond Road approach? It also seems really strange that zebra crossings are the proposal. Have pelican crossings been rejected on the grounds of cost or noise, or because it would make Compton "urban"? Finally, and presumably bureaucracy is immovable on this - the fact that the speed gateway has to be after the A3 roundabout, not before is really unhelpful. Even a 40 mph which then would extend up the hill to the top roundabout would surely help? Especially as the B3000 is 40 up Puttenham Heath Road anyway?

Some of the yes/no answers to questions are misleading - there is no facility to enlarge on answers topic by topic. Categorically it's a NO to raised tables or chicanes in the 20mph zone - noise and pollution being the main reasons. Please take into account the feelings of residents evident at the meeting on 12 February at which Matt Furniss was in attendance

This village is striving to maintain its heritage as a rural community. Why spend money on benches and planting when we have open country all around us? Complete waste of money

We need average speed cameras as priority. This proposal won't slow traffic.

Down Lane 1. The existing pedestrian walkway between Watts Gallery and B3000 doesn't work well. The roadway isn't wide enough to accommodate two lanes of traffic plus the walkway, so pedestrians are always in jeopardy if traffic arrives from both directions. Repainting it won't solve this problem.

2. Having a pedestrian crossing point south of Watts Gallery is a good idea, but just making it buff coloured instead of a proper crossing is confusing for motorists and pedestrians – who has priority? Buff paint on highways is not widely understood, if at all. Another safety issue. Down Lane Junction and Roundabout

1. Question re crossing points: none indicated on plans St Nicholas Church

1. I believe a parking space is necessary for the first house south of the church path; leaving one space which could be commandeered by anyone may not be an adequate solution. Not convinced the pavement needs to be wider here.

2. Pedestrian crossing here is excellent idea. It does NOT need to preclude a parking space if it is moved slightly, and the bus stop can also be moved without drawback. Village Hall

1. The Village Hall has suffered from lack of parking for more than a decade; reducing the available space(s) in front of it is the opposite of what is needed. Seating and planting should be subordinate to this. Perhaps introducing extra parking on the opposite verge could be considered?

2. Pedestrian crossing here is a good idea Spiceall Junction

1. I don't support moving the eastbound bus stop to the other side of Spiceall Junction. Increased likelihood of traffic behind bus at stop backing up across pedestrian crossing. Better if it blocks Spiceall Junction.

2. I support the raised table at the junction.

3. The plans don't show the type nor locations of "crossing points", so can't comment. Traffic calming 1. Priority/give way needs to be at the three entrances to the village, linked to the gateway features, not arbitrarily in the centre.

2. Removing the centre line is likely to create confusion and potential for accidents

3. Similarly, raised tables should be associated with features such as junctions, rather than arbitrarily placed "south of St Nicholas' Church". If there's a table at the Spiceall junction, there's no need for one at the Polsted Lane junction (too close), but if there's one at The Avenue junction it should extend to cover the Withies Lane junction too. Pedestrian accessibility

1. I can't support the painted pedestrian walkway in Down Lane: see comments above. Another route is needed from Watts Gallery to Watts Chapel, perhaps on farmland adjacent to Down Lane.

2. Wayfinding signage should be determined by the Parish Council.

Please move the zebra crossing near the church to the east. Could you consider installing signs which report your speed or have smiley/frowning faces. I would still far prefer speed cameras. Please could the 20mph start near Welldiggers. Could you consider including a crossing on the Street just west of the Avenue junction, instead of the one near the green. Please could any signage preserve the integrity of Compton as a compact village, and not be overly large or in your face. I really hate the chicane idea.

1. Please could the 20mph restriction start on New Pond Road to the east of the junction with Withies Lane and continue through, past the Spiceall junction, to the B3000 roundabout.

2. Please provide a pedestrian crossing for ramblers close to the junction of the Avenue and the Street.

3. Please consider installation of 'nudge' speed signs showing 'Your Speed' with a smiley or grumpy face.

4. Please install a zebra crossing further to the east of the church, thereby retaining a pull-in for hearses, disabled cars, wedding vehicles etc..

94 I found many of the locations shown so hard to place I could not give a view. Regrettably most of this survey is therefore of no use to me. Expensive waste of time. Sad.

95 There is already enough stationary traffic at peak times we do not need more by having single traffic areas. The raised speed humps fine or speed averaging cameras are better. The footpaths etc great. I cycle every day and getting in/out of roads is a nightmare at peak times. Traffic needs to be slowed. I love the safer pedestrian crossings. They do need to be well lit for winter though. Can footpaths be cycle and walking?

96 As the Rector, we desperately need the village to be safer for pedestrians. At the A3 end, a 20mph limit is vital, plus a single table at the Down Lane/The Street junction. Many tourists walk from Watts to the church and the current footpath in Down Lane is unsafe. A zebra crossing near the church would be such a blessing, although for sightline reasons, it may need to be located further south than currently planned. (Hopefully then the parking space can be retained.) Also a crossing outside the Village Hall would be good and then further raised tables away from housing only towards Godalming. Thank you!

97 Not sure about footway along Down Lane, extended or not, as is confusing for both drivers and peds. Might it be safer to remove it altogether? (Or make Down Lane one way towards A31 and create pavement at least to Watts?) Waiting/turning space is needed outside gallery esp for tourist/school trip coaches etc which often stand there for 5-10 mins for kids/elderly visitors. Would add to congestion and dangers outside gallery. Again, planters etc unnecessary and inappropriate in this setting. Left turn out of Withies Lane (many pub customers), south onto B3000 v dangerous - speeding traffic into village and poor sight line from Lane. Can something be done here - extend ramp from The Avenue junction? Too far to extend 20 to Welldiggers? Extend 20 mph to Polstread Lane to include the whole length of the Green.

Spiceall - Please leave out the gentrifying - bushes and planters won't be maintained after initial enthusiasm. Hard to improve on leaving things here natural and rural.

The works should include the strategic off-road cycle link to The Avenue and Binscombe via an upgraded FP287, as per the Waverley LCWIP, providing continuity into the Farncombe Local Street Improvements.

Spiceall - The proposals do not show the shared use path on the south side of the B3000 leading to the upgraded FP287 strategic cycle link to Binscombe (as per the Waverley LCWIP).

101 Please remember we are trying to slow traffic, not stop it. Any blocking measures will cause mayhem and huge traffic jams. Please do not remove any white lines.

102 As a resident on The Street I still have major doubts about how effective this will be in reducing traffic speed through the village. There is too much traffic and too much heavy traffic. Without effective enforcement (speed cameras) I foresee little change. I do not feel safe walking along The Street, particularly in a southerly direction. (traffic coming from behind). I have had a number of 'near misses' with HGVs travelling too fast and normal cars driving at extremely excessive speeds.

103 Whilst I want ways to reduce traffic speed I do not want this to be on the basis of increased noise (raised platforms) or increased pollution as a result of the village becoming one huge traffic jam during rush hour. Siting of crossings need to be carefully thought through due to blind spots. We live in a beautiful village which does NOT need plantations and seating. This is just urbanisation which require maintenance which, if not done will just increase accidents through lack of sight lines. Pavements need to be better maintained throughout. I do not see people using any benches as this is a busy road rather than a park!

Spiceall - I do not agree with removing bus stop layby's

104 20 mph between A3 roundabout and Spiceall would be very good but supporting measures should be "light touch" such as VAS, roundels. Physical engineering measures in this area would have a very damaging noise and vibration impact on houses and are just not suitable for this location. However, physical engineering measures would be suited in the 30mph zone if well located away from housing. Slowing traffic at entrances to the village is essential and your proposals for gates, narrowing etc are important - accepting that New Pond Road priority give-way would have to be trialed before deciding if this or another measure is best. Changing bus lay-bys and bus stops should avoided if possible. Pedestrian crossing measures are badly needed near St Nicholas Church and The Avenue as priorities. The existing central reservation location could be enhanced with road marking, bollards etc rather than zebra crossing. Generally, planting should only be added to support traffic calming - need to keep elsewhere as a village rather than suburban environment. Existing car parking spaces outside village hall are badly needed to maintain income from lettings. Improving pathways where possible will be welcome. Surrey CC budget allocation for Compton traffic calming is very welcome. The above comments are focused on where the budget would be best spent to achieve traffic calming whilst causing least disturbance to residents and protecting the highly valued environment and existing village image. Thank you for all your hard work on this project.

Spiceall- Consider putting raised table a little way east opposite village green. Planting and benches here would not be in keeping with existing village identity in a conservation area. Planting would reduce enjoyment of iconic telephone box.

105 School holidays and special event parking is always a problem for Watts Gallery, sometimes even advanced ticket holders are unable to park, therefore the suggestion to remove parking spaces at the entrance is foolish. The proposed flower boxes on the roadside wouldn't last long, as there is a steady flow of large delivery vehicles and coaches that will find it awkward to turn in/drop off and the planters will soon be damaged. The picnic tables may cause problems if drivers are unable to move aside to let others pass, which will cause a tailback in the road. The Church cannot lose its parking space as there is no longer any access from Eastbury Manor for disabled members of the congregation, the space should be for them. Removing parking spaces from the village hall will probably mean less bookings, especially as the laybys are also under threat, or people will abandon their cars on the verges which will be dangerous and look dreadful. Tables are not the solution as they are poorly maintained, the white arrows have worn off the ones by Loseley Fields school and the nearby shops, leaving non-local drivers with a hazard, particularly at night. Locals in Farncombe are constantly disturbed by the bumping of traffic going over them at any speed, particularly large delivery lorries, and youths see it as a game to drive across them as fast as possible. The obvious solution is 30mph speed cameras, as flower boxes, which need to be maintained, and other decorative items won't make any difference to drivers speeding through the village having come off the derestricted A3. A local man told me he found himself still doing 70mph late one night, it was accidental but it happened. Someone else said they will continue to speed if they think it is safe to do so, and the only deterrent would be a speed camera with the threat of prosecution if caught. No mention has been made of the narrow footpath across the road from Polsted Lane, which runs to the Church via the Village Hall. It is always dirty and overgrown, and being below the level of the road leaves pedestrians sprayed by traffic in wet weather whilst on their way to church, or an event at the hall. It is dangerous to attempt to cross to the opposite pavement, as the verge is sloping grass and difficult to climb. A crossing is needed to Polsted Lane from where the footpath emerges opposite, for locals to use, as well as visitors from Farncombe station heading for the Watts Gallery and hikers passing through the village.

Spiceall - 30mph average speed camera and another at the Down Lane junction

106 The good people of Compton are right to speak out against the urbanisation of their village yet ironically those who support the introduction of a 20mph zone and associated 'street junk' such as raised platforms and signs fail to recognise that these measures are the definition of peak suburbia. I know from experience of living and driving in unenforced 20mph zones that such speed restrictions lead to an increase in motorist frustration and aggression, ultimately putting MORE people at risk through manoeuvres such as extreme tailgating and dangerous overtaking. Ultimately it is the people attempting to keep to the limit who suffer, as well as any pedestrians in the vicinity. I fully appreciate the extensive efforts of the Parish Council and the Traffic Group to lobby for average speed cameras and believe that we should continue to do so, rather than be bullied by the authorities into accepting second-rate physical highway works that will blight the rural feel of our village for years to come. To be bought off at this stage by Surrey County Council's £400k proposals would be failure indeed for current and future members of our community. PLEASE reject these proposals, aside from a crossing near the church, and let the campaign for cameras continue. Turning to the proposals themselves. Access to Church I

am fully supportive of a new crossing located near the church to allow pedestrians to cross from the church car park to the church safely. I agree that it's location should be positioned closer to the centre of the village to improve lines of sight. West entrance to village I have long believed that the speeding problems at the West end of the village begin before motorists even reach The Street. National Highways must add speed reduction measures, such as rumble strips, on the slip roads from the A3 to ensure that speeding motorists are forced to slow down before they even reach the roundabout, which will make cornering safer. While accepting that the scope of such work is outside these SCC proposals, the introduction of such measures would make many of the proposals for the West entrance to the village redundant, avoiding disruptive and costly implementation of physical highway works. Village entrance gateway I cannot believe that the introduction of a Village entrance gateway is justified. Yes, it looks twee, but that is not the aim here – it's my view that such edifices make next-to-no difference to the speeding motorist despite what some studies may claim. Entrance to Down Lane Narrowing the entrance to the village and building out the bus stops are both insanely dangerous measures given the speed that cars fly around the corner, while narrowing the entrance to Down Lane will cause unnecessary congestion given that many motorists seem incapable of navigating this junction correctly as it is (e.g. vehicles sat in the middle of the Down Lane exit junction attempting to turn right while blocking left-turning traffic heading towards the village). Narrowing this junction cannot be a safe alternative for buses to turn either, given they will inevitably end up on the wrong side of the carriageway when turning left into Down Lane. Down Lane The main issue with Down Lane is the through traffic using the road as a cut through to/from Guildford. SCC can solve this issue by making the road 'Access Only' for residents and visitors to Watts Gallery and Chapel. This can be achieved by the installation of retractable/automatic bollards near the 40mph stretch on Down Lane. These would be activated only by residents with an electronic device. All other access to Watts Gallery and Chapel would be via the Down Lane entrance at the West end of the village. Such a measure would result in a huge decrease in traffic on Down Lane, and by association drastically improve safety for pedestrians. I don't support any suggestions to move/alter ancient hedgerows to widen the carriageway. The Street/Down Lane The 'no right turn' signs must be reinforced by the introduction of one-way flow flaps. Further comments Declassifying the B3000 as a (ridiculous) designated HGV route to/from Godalming would make a huge difference to the village; there is a clear alternative, rerouting through Milford. Thank you for reading.

107

Gates carefully sited at each end of the village. A zebra crossing by the church and another at the Avenue/Withies lane Continuation of pavement from the green to the existing footpath Leaving the island near the village hall A 30mph sign coming on the A3 slip road before the roundabout. Make Withies Lane to Polstead lane and round to the Street one way 20mph throughout the village. Raised tables too damaging to properties and too noisy Who will maintain the cosmetic planting? A waste of money. Keep the parking outside the village hall as it is at present, it helps slowing down traffic. Leave bus stop and parking space by the church and place the crossing slightly south of the church with better visibility. The scheme as presented



looks far too urban and does not reflect the historic aspect of the village. The scheme as presented appears to be very expensive and exceed the budget Cosmetic planting

Spiceall - Leave the island as it is . Put a zebra crossing at the Avenue/Withies Lane

108 Your scheme robs the village of time-honoured parking spots and gives unnecessarily wide pavements where no-one goes (near the A3). Any raised table shakes the foundations of the ancient cottages but a 20 mph restriction would still be preferable. A zebra crossing by St Nicholas Church would be super but must have a good sightline and not prevent the access to Eastbury Manor main gates (at present blocked by security fencing pending a sale)

Spiceall - Nothing to distract the motorist, please.

109 Yes to village gates, reduced speed limits (20 and 30) respectively - No raised tables near any housing and NO planting - we do not want to loose our village identity and all existing parking should be retained as there is far too little in the village

Allow the phone box to be 'the star of the show' - No extra planting and no raised tables

110 The survey & overall design The volume and speed of traffic on the B3000 through Compton is a serious problem, requiring a serious solution. A budget of £400k is very welcome, although whether it will provide an effective solution that is not to the detriment of residents living close to the road, only time will tell. Contrary to what is stated, the proposal does not accurately reflect what residents requested or opposed at the initial stage. Residents did not want speed ramps, chicanes were not mentioned and average speed cameras were by far the most requested form of traffic calming. The 20MPH and creation of safer walkways/ crossings was requested and is included which is good to see and whilst efforts to slow down the traffic are welcome, stopping the traffic is not (chicanes and removal of bus stops), as both would create tailbacks which would make it difficult for people to access and leave their properties/ side roads. The design is akin to those seen in urban suburbs. Compton is a very pretty village with a very busy road running through it. It does not need added greenery (particularly if it requires watering, who would do it)? Benches in places with views would be welcome if funds permit, but not overlooking the B3000! Understanding the costs is essential so that residents can prioritise what is and isn't important. Safety and accident reduction must trump aesthetics and issues such as potholes and parking should be given Average Speed Cameras The engagement session and online survey denied individuals the opportunity to request average speed cameras on the basis that policy states that they are a last resort and are only suitable where mechanical traffic calming has failed or is not suitable. SCC's policy for both speeds and traffic calming states that they are not suited to more strategic routes used by HGVs and where properties are close by. It is quite clear that the B3000 is NOT suitable for speed ramps which means that like other villages where average speed cameras have been installed (ie Chiddingfold and Bramley) a costed average speed camera option should be included. Cllr Furniss also stated to individuals attending the engagement event, that the cause of accidents in Bramley (where

average speed cameras have been installed) were caused by speeding and that the accidents in Compton were caused by dangerous driving. The police website notes that speeding is classified as dangerous driving. Characteristics such as this are linked to the driver. The characteristics of the village (ie narrow windy roads) can and do lead to accidents when combined with speeding vehicles. Forcing the driver to slow down to prevent accidents is essential. Attendees were also informed of the 'low' accident rate at Compton. This, however, was rather disingenuous. 3-year data is seldom ever used, especially when half the period was in lockdown. Even then, the accident data was higher than in villages with speed cameras. In short, the accident data when looked at outside of lockdown over a 5-year period shows a problem similar to Bramley and worse than Chiddingfold and Witley (all have average speed cameras). Traffic Calming Measures Research by the local traffic committee shows speed ramps on a busy route give rise to increased noise (they did not have the means to test vibrations but this is already a problem on the B3000 and so common sense tells you that this would be worse with ramps). For this reason, I do not support speed ramps within 50m of anyone's home. The options for ramps are therefore 1 When entering from the roundabout place a ramp immediately upon entering, this could also be the location for the village gate, reiterating the message, to slow down. 2 There are no residential properties within 50m of the junction at the Avenue or opposite the Green as far as I am aware or roughly halfway between the two. 3 A ramp at the 30MPH sign on New Pond Road would impact Welldiggers cottages which are very close to the road. Consider extending the speed limit out slightly to enable a ramp beyond 50m of these houses. For the reasons mentioned above, I do not think 'raised crossings' are a good idea. I think a 20MPH zone from the roundabout to Spiceall might be helpful especially if the regular speed checks by the police continue and if a camera sign accompanies the 20 sign. This would be a softer option and in line with policy as we understand it.

There is a nationally renowned work of art in the form of a telephone box on this corner. I am not sure that it needs anything else. I am not opposed to a seat, to look at it but with a limited budget, this should not be at the expense of other more important elements.

111

The reality is all these measures are extremely costly at a time we have people barely affording food. We need existing pot holes filled, minimal council tax rises for ordinary folk. Please spend tax payers money as if it were your own; cautiously and when necessary.

The investment required for all the proposed changes are unnecessary and not a good use of public funds

112

All traffic management proposals will reduce the existing well tried facilities available to the public, and all will cause addition traffic congestion, noise and pollution to the detriment of the environment. Most of the funds would be much better spent on improving road surfaces and edges, particularly in Down Lane.

Spiceall corner -Leave as is - very well known, perfectly satisfactory and good for the village

113

Please can you consider: Minimal waiting/idling (especially HGVs) leading to more noise/air pollution Road noise coming from raised tables General resurfacing of the road (it's in poor condition which generates more road noise) As a cyclist down the Street, the bend after Polstead lane is an accident waiting to happen. A double white line from the A3 roundabout until the 40 limit (beyond the Avenue jct would potentially reduce the risk of a (another) head on collision. Could we make the whole stretch no overtaking? Thank you.

Spiceall - A speed indicator sign with the limit and happy/sad face if under/over

114 Regarding the Down Lane proposals. I've lived in Down Lane, opposite Wats Gallery, for over 45 years. Drivers pay no attention to speed limits and I although I would be happy with a 20 limit I cannot see how this could be monitored! The proposals re parking outside Watts will curtail the use of that area by the many early morning dog walkers and hikers who do not use the Gallery. To narrow the entrance will cause more congestion, noise and pollution by the coaches dropping off their passengers when there can often be more than one vehicle. There are constant and regular deliveries to the Gallery sometimes in the early morning, and by huge Biffa recycling and collection vehicles and sewerage firms emptying the enormous septic tank. I often witness traffic jams and any restrictions placed on the parking area will cause more I am sure. You refer to the coloured walkway on the left of the lane leading to the Chapel - the road has sunk along the current walkway and one often has to pull over into the ditch to pass a vehicle - this should be rectified! The right side of the road needs to be drastically cut back so at least there is a reasonable space for pedestrians and vehicles to pass one another! You talk about enhancing the village and yet the village pond which has been there since Victorian times is neglected and the scheme which SCC put in place several years ago has never worked in that the spring which runs down the lane and used to feed into the pond and replenish no longer does so. Years ago we installed a seat outside our property for the use of bus passengers to Guildford. You mention Village Gateways. The Gallery installed nominal ones in the form of paintbrushes which although 'arty' didn't really demonstrate that vehicles were entering the Village, there are also 'quite lane' signs which do not seem to have made a difference. At the junction of the A31/A3 slip road where it joins Down Lane there should be CLEAR SIGNS for HGV's NOT to turn down the lane but to continue ahead to join the A3.

Spiceall The phone box is iconic and has been recognised nationally. Planting is unnecessary here or anywhere in the village for the simple reason WHO WOULD MAINTAIN IT?

115

No comments

117 (118 on list)

The septic tanks at watts need to be buried deeper they absolutely reek as you walk past. I would like to see an extension of the sand on the downs path behind watts gallery as the path leading away from the logging and horse farm is consistently extremely water logged and impassable. I would like to draw attention also to the fact that the logging business opposite the horse farm burn rubbish regularly directly adjacent to the path near their main gate, the smoke engulfs the downs path making it a severe health risk to pedestrians. changes to the sand path behind watts gallery making it safer for vehicles to pass pedestrians as at several points climbing a ridge to allow through traffic is the only option this is unacceptable for people with limited mobility not to mention dangerous for those with.

119

I would rather see average speed cameras and maintain 30mph The B3000 is a main road to access Godalming, Guildford, Shalford and the A281. It has too much traffic on it to allow for pinch points and 20mph speed limits

120

Important that the raised tables do not contribute to HGV noise by lots of clanking up and down. There are a lot of HGVs and motorbikes along the street.

121

St Nicholas Church • The proposals to widen the 'pavement' in front of the Church Gate is unnecessary and would affect the entrance to my front door. The access to my property is adjacent to the Church gate. Church cars will be parking directly in front of my gate if the proposal to remove the curbed pavement protecting my entrance goes ahead. • Eastbury Manor's main entrance would be affected as cars would have to drive over the 'extended pavement' as well as avoiding the proposed Zebra Crossing to be able enter and leave their property. The current arrangement when in use works well. • My family has owned this property since the 1960s and I have lived here for 46 years. My family and I have always parked outside my home on the Highway owned road and with this proposal to remove the lay-by and make an extended pavement I will have nowhere at all to park. • The suggestion of one parking space (see proposed plan) is unrealistic as instead of filtering off the main road into the parking space it will require reversing into it, thus stopping the Traffic. This space would also have to be designated for 'Residents Only' to be of any use. • While I understand that the Church would like a Zebra Crossing in front of their gate, the sight lines at this point and, in fact, along this whole stretch of The Street are extremely poor as one can only see traffic in one direction whichever side of the road you are on. The idea that if traffic is reduced to a speed limit of 20 mph the crossing would be safer is not justified as the Police have already indicated a lack the resources to enforce it. • Belisha beacons will cause more light pollution in this area as they will have to be functioning all night in a place containing a very bright streetlamp, shop lights and the War Memorial Light so any additional lighting would be a problem for houses with bedrooms in the

front of their houses. • The raised platform that you are suggesting for the Zebra Crossing will cause extra noise, vibration and pollution resulting from traffic having to stop, wait and start. [See Croydon's write up on 'Road humps and Tables.]

122

St Nicholas Church • The proposals to widen the 'pavement' in front of the Church Gate is unnecessary and would affect the entrance to my front door. The access to my property is adjacent to the Church gate. Church cars will be parking directly in front of my gate if the proposal to remove the curbed pavement protecting my entrance goes ahead. • Eastbury Manor's main entrance would be affected as cars would have to drive over the 'extended pavement' as well as avoiding the proposed Zebra Crossing to be able enter and leave their property. The current arrangement when in use works well. • My family has owned this property since the 1960s and I have lived here for 46 years. My family and I have always parked outside my home on the Highway owned road and with this proposal to remove the lay-by and make an extended pavement I will have nowhere at all to park. • The suggestion of one parking space (see proposed plan) is unrealistic as instead of filtering off the main road into the parking space it will require reversing into it, thus stopping the Traffic. This space would also have to be designated for 'Residents Only' to be of any use. • While I understand that the Church would like a Zebra Crossing in front of their gate, the sight lines at this point and, in fact, along this whole stretch of The Street are extremely poor as one can only see traffic in one direction whichever side of the road you are on. The idea that if traffic is reduced to a speed limit of 20 mph the crossing would be safer is not justified as the Police have already indicated a lack the resources to enforce it. • Belisha beacons will cause more light pollution in this area as they will have to be functioning all night in a place containing a very bright streetlamp, shop lights and the War Memorial Light so any additional lighting would be a problem for houses with bedrooms in the front of their houses. • The raised platform that you are suggesting for the Zebra Crossing will cause extra noise, vibration and pollution resulting from traffic having to stop, wait and start. [See Croydon's write up on 'Road humps and Tables.] Before I have finished my first attempt at this questionnaire it disappeared and now that I I am trying again I still do not know if you have received my comments as I can only see 3 3 lines. I was trying to paste them in. Please can you send me an email address so that I can forward my comments to you. I live at 1 Church Cottages and am greatly affected by the proposed changes. I have tried to phone the GBC cannot get through.

Spiceall It looks nice as it is.

123

St Nicholas Church • The proposals to widen the 'pavement' in front of the Church Gate is unnecessary and would affect the entrance to my front door. The access to my property is adjacent to the Church gate. Church cars will be parking directly in front of my gate if the proposal to remove the curbed pavement protecting my entrance goes ahead. • Eastbury Manor's main entrance would be affected as cars would have to drive over the 'extended pavement' as well as avoiding the proposed Zebra Crossing to be able enter and leave their property. The current arrangement when in use works well. • My family has owned this property since the 1960s and I have lived here for 46 years. My family and I have always parked outside

my home on the Highway owned road and with this proposal to remove the lay-by and make an extended pavement I will have nowhere at all to park. • The suggestion of one parking space (see proposed plan) is unrealistic as instead of filtering off the main road into the parking space it will require reversing into it, thus stopping the Traffic. This space would also have to be designated for 'Residents Only' to be of any use. • While I understand that the Church would like a Zebra Crossing in front of their gate, the sight lines at this point and, in fact, along this whole stretch of The Street are extremely poor as one can only see traffic in one direction whichever side of the road you are on. The idea that if traffic is reduced to a speed limit of 20 mph the crossing would be safer is not justified as the Police have already indicated a lack the resources to enforce it. • Belisha beacons will cause more light pollution in this area as they will have to be functioning all night in a place containing a very bright streetlamp, shop lights and the War Memorial Light so any additional lighting would be a problem for houses with bedrooms in the front of their houses. • The raised platform that you are suggesting for the Zebra Crossing will cause extra noise, vibration and pollution resulting from traffic having to stop, wait and start. [See Croydon's write up on 'Road humps and Tables.]

No comment 124

125

20 mph should not be needed if traffic calming works like it should, the average speed needs to be reduced by 4mph to hit 30mph average, this is easily possible without reducing to 20mph. Overtaking would be awful at 20mph and very dangerous. Raised tables would sort the problem

126

While traffic calming measures are definitely necessary, I genuinely feel the full scheme in it's proposed state is a waste of funds that could be used on improving other important features of the village. Drainage on the green, a multisports area on the green or creating a walkway/pavement from Compton to Farncombe.

Spiceall - I strongly believe that if you reduce the parking spaces outside the village hall it will affect the overall use of the hall and create more dangerous obstacles on the road. Double yellow lines outside the harrow and on the corners of Spiceall Junction and outside Compton Club pavement edges. Visit the hall/Spiceall junction 8-9am on a Friday morning to understand this. We need a safe crossing near the proposed one between The Hall and Spiceall but it should not force the placement of the bus stop closer to the junction of Spiceall. The bus stop does not need to be on the road. There is no need for 20mph if the traffic calming measures work. 30mph is a safe speed assuming no one exceeds it.

127

Consider residents views regarding noise and difficulty crossing the road. Ramps near houses are a big NO as are the chicanes. 20mph zones would be very welcome

Spiceall A wooden bin is a good idea. The phone box is a key feature and is all that is needed here. Keep clear for clean lines of sight as it is quite a busy junction

128

St Nicholas Church • The proposals to widen the 'pavement' in front of the Church Gate is unnecessary and would affect the entrance to my front door. The access to my property is adjacent to the Church gate. Church cars will be parking directly in front of my gate if the proposal to remove the curbed pavement protecting my entrance goes ahead. • Eastbury Manor's main entrance would be affected as cars would have to drive over the 'extended pavement' as well as avoiding the proposed Zebra Crossing to be able enter and leave their property. The current arrangement when in use works well. • My family has owned this property since the 1960s and I have lived here for 46 years. My family and I have always parked outside my home on the Highway owned road and with this proposal to remove the lay-by and make an extended pavement I will have nowhere at all to park. • The suggestion of one parking space (see proposed plan) is unrealistic as instead of filtering off the main road into the parking space it will require reversing into it, thus stopping the Traffic. This space would also have to be designated for 'Residents Only' to be of any use. • While I understand that the Church would like a Zebra Crossing in front of their gate, the sight lines at this point and, in fact, along this whole stretch of The Street are extremely poor as one can only see traffic in one direction whichever side of the road you are on. The idea that if traffic is reduced to a speed limit of 20 mph the crossing would be safer is not justified as the Police have already indicated a lack the resources to enforce it. • Belisha beacons will cause more light pollution in this area as they will have to be functioning all night in a place containing a very bright streetlamp, shop lights and the War Memorial Light so any additional lighting would be a problem for houses with bedrooms in the front of their houses. • The raised platform that you are suggesting for the Zebra Crossing will cause extra noise, vibration and pollution resulting from traffic having to stop, wait and start. [See Croydon's write up on 'Road humps and Tables.] Before I have finished my first attempt at this questionnaire it disappeared and now that I I am trying again I still do not know if you have received my comments as I can only see 3 3 lines. I was trying to paste them in. Please can you send me an email address so that I can forward my comments to you. I live at 1 Church Cottages and am greatly affected by the proposed changes. I have tried to phone the GBC cannot get through.

129

Compton does not need to be prettified by planting and seats ,it doesn't need added stress to old buildings by using raised humps it just requires the traffic to travel through at a lower and safer speed, not only for the safety of the inhabitants but for the safety and security of the drivers and walkers and people on bicycles and dog walkers and visitors to Watts gallery. We need to try and preserve this village as close to its original state as possible and actually repair the road surfaces properly and keep the pavements clear of weeds and debris.

Spiceall - The corner is perfectly fine as it is



130

average speed cameras is what we wanted , the florid aspects of this scheme has been a distraction in the genuine need for a engineered solution to the serious speeding issue Signage is nessasary notification of approaching 20 mph zone The noise aspect of raised tables is a concern generally road painting ( not raised ) may help

Spiceall -

The corner is very nice as it is , with flowers and the famous phonebox

131

There is only one area where speeding occurs in the village and that is the stretch from Spiceall heading east of of the village towards Withies Lane, The Avenue and beyond - as well as in the opposite direction into the village. In the 2023 speed survey 75% of cars were speeding in this area, yet very little is being done to reduce speed here. In fact it is the one area without a 20 mph speed limit being proposed. A car came off the road into the trees on 7th January (picture available on request to wellswr@gmail.com), next to Island House, heading west into the village, so this part of the village should have greater prominence in your thoughts as to how to reduce speed.

Spiceall - Don't move the bus stop heading east. No planting that will reduce visibility

136

I would urge not to remove the bus stop and lay-by at the B3000 round about they are essential for farming activities on nearby fields and regular BT maintenance for their equipment. To reduce spending planting not necessary but your recent pavement cleaning was much appreciated and enhanced the village this is of more value to the village.

137

Spiceall - Ensure any route for pedestrians (as shown in your picture above) is wide enough for cyclists, in harmony with Surrey County Councils cycling policies.

139

Anything to reduce the speeds in Compton.

Spiceall - Parking in Spiceall has become increasingly. From the corner (phone box) people are parking on the corner it needs double yellow lines as far as the drive to the first cottage. If you are turning in you often have to reverse on to the main road as a car is coming past parked cars. Its very dangerous.

140

Reducing parking anywhere will only mean more cars trying to park in Spiceall and Almsgate

Spiceall - Double yellow lines from Phone Box corner to first house in Spiceall, allowing cars to turn into Spiceall safely without navigating around cars.

142

i don't accept the police argument that these are not enough fatalities to warrant speed cameras. I would rather the money allocated to all these changes was given to the police to enforce speed cameras. All these suggestions re secondary. However crossing at the church and gates to indicate a village are welcome. Parking should be restricted.

Spiceall - Keep seating away from road perhaps then back on the green opposite the club

143

Continuation of painted footway - Is there safe space for this? Barley room now for 2 cars to pass one another. Improve the existing footpath as well. Wayfinding - Maintain them e.g cut back branches regularly Down Lane Parking - Space should be used to enable the local bus and the coaches which bring children and adult groups coming for guided tours to offload safely without blocking the road. Some groups have people with mobility issues which can make offloading a lengthy process. Down Lane - Seating only for those waiting for the bus as I don't think other people would just sit to look at the road when there are beautiful places to sit in the large grounds of WGAV Bus stop should be placed by the pond to allow coaches to park off road as explained above. 20mph or even lower - Lots of pedestrians walk between the gallery and chapel, sometimes in large groups when on a tour the path needs to be far more user friendly. There needs to be a limit to the size of lorries that use Down Lane, an exception could be made for bus and coaches to the gallery. Many times I have been squeezed into the hedge or off the road when a large vehicle appears.

Spiceall - Place little bin away from the phonebox as it is a popular place for photos the bin spoils the effect.

144

I fully support the constructive Feb 25th 2025 representations made in Feb by the PCC to Surrey County Council and would favour a simplified approach of the following 5 actions: Yes to following: Village gates on both ends of the village Narrowing carriageway at A3 entrance 20mph from Down lane and A3 entrance to Polstead Lane Pedestrian crossing near St Nicholas Church Install vehicle activation signs at both ends of the village and between Polstead and Withies Lane No to all of the following: removal of laybys / removal of central white lines / changes to St Nicholas Church entrance / parking outside village hall / raised zebra crossing at existing central

reservation / all planting and seating / "Physical engineering supporting measures" I also suggest that the Surrey County Council should commit to review the impact of these steps 2 years after completion. This should coincide with a further consideration by Surrey County Council of Average Speed Cameras throughout the village; hopefully Surrey Police will by then feel comfortable that they have the resources and the technology to enforce action against the criminal offence of speeding.

146

I fully support the constructive Feb 25th 2025 representations made in Feb by the PCC to Surrey County Council and would favour a simplified approach of the following 5 actions: Yes to following: Village gates on both ends of the village Narrowing carriageway at A3 entrance 20mph from Down lane and A3 entrance to Polstead Lane Pedestrian crossing near St Nicholas Church Install vehicle activation signs at both ends of the village and between Polstead and Withies Lane No to all of the following: removal of laybys / removal of central white lines / changes to St Nicholas Church entrance / parking outside village hall / raised zebra crossing at existing central reservation / all planting and seating / "Physical engineering supporting measures" I also suggest that the Surrey County Council should commit to review the impact of these steps 2 years after completion. This should coincide with a further consideration by Surrey County Council of Average Speed Cameras throughout the village; hopefully Surrey Police will by then feel comfortable that they have the resources and the technology to enforce action against the criminal offence of speeding.