

SPEED CAMERAS

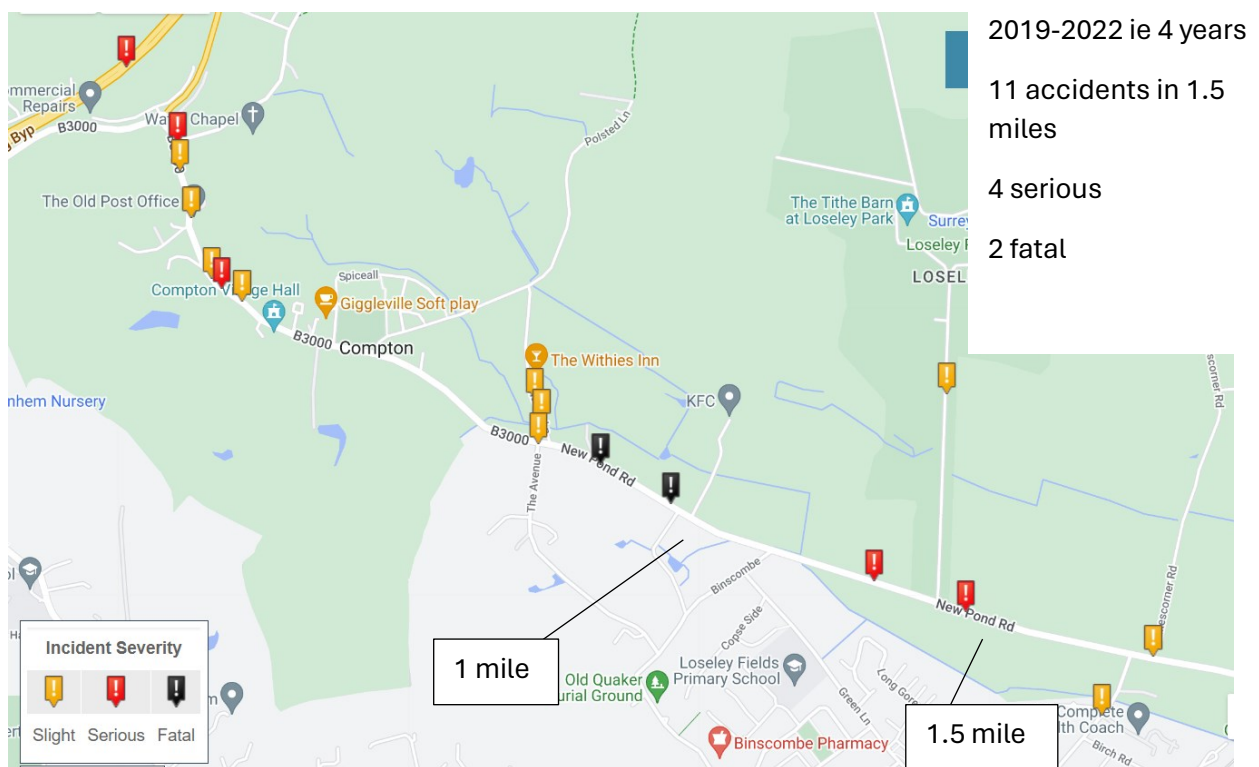
Speed Cameras UK reports 86 cameras in Surrey. Most are on A roads, and they support various speeds from 70 MPH on the A3/M25 to 20 MPH. Some are mobile cameras rather than installed. This may sound a lot, but Surrey is a very big county. Mobile cameras justify a camera sign, which could be enough to do the job, whether a camera is installed or not.

The recent installation of average speed cameras on B roads and villages is not a common occurrence but it is also not unprecedented (and at the rate with which the population is growing this is likely to increase). There are speed cameras in villages across the country. The most common reason is to reduce accidents.

The Surrey Ad reported a spokesperson for SCC saying: *"As part of our ongoing focus to improve the safety of our roads, we are implementing six camera enforcement schemes across the county, five of them being average speed cameras. Average speed cameras are more effective than spot speed cameras as they encourage greater compliance with the speed limit over a longer stretch of road and have been proven to lead to reduced injury collisions."*

"They are also considered to be fairer on motorists."

Compton is part way there. I.e. SCC have recognised the problem (to a degree) and have set aside funds. Clarification needs to be sought over the division of funds, ie how much is for traffic calming and how much is for placemaking ideas ie planting, bench etc. Policy states that *Speed cameras will be used only as a last resort after engineering highway improvements to manage speeds have been considered first*. Compton has tried VAS, Community Speed Watch, Slow signs painted on road, narrowing (crossing island) at Spiceall, painted tarmac at incident hot spot (Binscombe junction with B3000). Compton was told it was not suitable for speed bumps or similar because it was a strategic route. The issues began in earnest after the B3000 was widened in the late 70s. The seriousness of the situation was recognised, and plans were even drawn up for a bypass, that didn't materialise. Compton has been on the waiting list to have something meaningful done for 50 years!



<https://mycouncil.surreycc.gov.uk/documents/s81642/Cabinet%20Report%20Safety%20Camera%20Policy.pdf>

Finding out whether Bramley, Chiddingfold, Witley had speed bumps/ tables first would help Compton position itself. Google Maps shows what look like raised areas with yellow stripes on the road at Chiddingfold, and a painted entrance (not sure whether it is raised) at Witley. See images 1 and 2 Bramley has a red painted SLOW section but they do not look raised (see 3). It's hard to judge on the computer but none look raised enough to slow the traffic down. **It would be useful to ascertain whether this is what is planned for Compton or whether it's something more substantial.**

- 1 If Compton's problems equal or exceed those of other villages where cameras have been installed/ agreed, then CPC needs to work with SCC (Cllr Furniss and maybe Jeremy Hunt's office) to reach a more fitting solution especially if other villages have not had all the interventions that Compton has tried.

To build the case, statistics are needed. Accidents are on www.crashmap.co.uk & currently present a poorer picture than those shown for Bramley where ASC's are now installed.

Police data might help, Jon Maslin or someone on Community Speedwatch might have data too.

SCC will give traffic data they are asked for. If this is not forthcoming, then it can be requested via Freedom of Information.

The AQMA is a factor for consideration because slower speeds could lead to less congestion/ pollution (SCC policy).

There isn't a school but there is a high rate of serious accidents and 2 fatalities within a year on the stretch where speeding is probably at its worst (i.e. the straight) should be taken more seriously.

- 2 SCC needs to understand that residents feel very strongly about it. Some said speed tables were better than nothing but having seen that surrounding villages with a lower incidence of accidents are to receive cameras, support for the former may have dwindled. It would be useful for CPC to gauge opinion on this, but more info is needed first about the scheme, the division of money and how assured it is (i.e. has SCC agreed to the proposals or is this at a design stage only)?
- 3 Feedback can be given via the feedback website that SCC have asked people to use <https://comptonvillage.commonplace.is/>
- 4 CPC could do an online poll on its own website to gather info? I.e. Fiona can investigate this.
- 5 Get feedback from Daveena. Fiona has requested this but it is a 'work in progress'.
- 6 Gather the information to make a case for Average Speed Cameras for Compton now, before funds are allocated elsewhere.



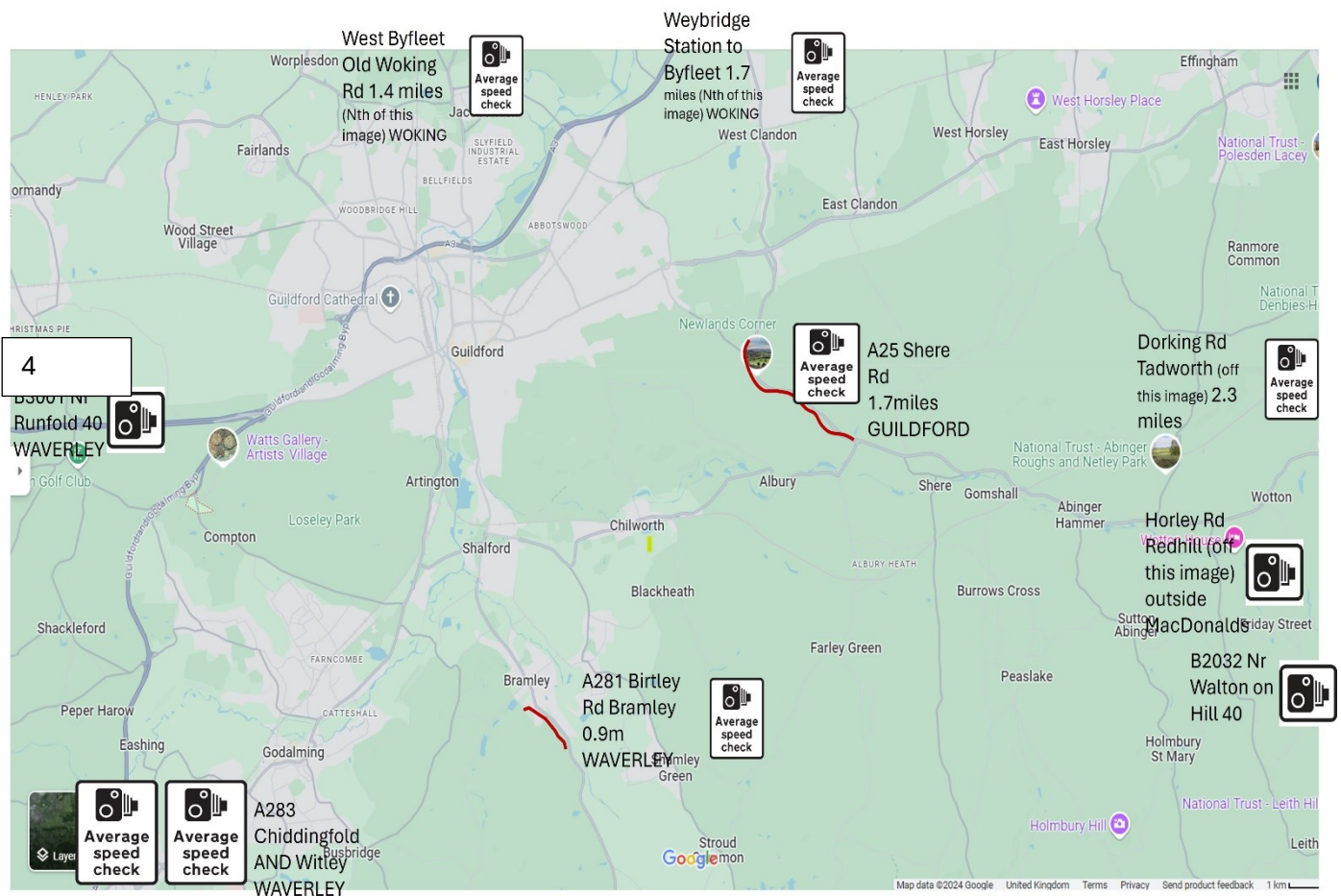
1 Chiddingfold



2 Witley



3 Bramley – painted SLOW



Average Speed Cameras and Spot cameras

Fatalities

9th April 2020 – late afternoon. A cyclist and a 3.5-ton goods vehicle. New Pond Road, near Brickfields. Both travelling on the straight. The cyclist died; the van driver was slightly injured. The cause was not given.

24th January 2019 – Nighttime. Two vehicles involved. Both were driving on the straight on B3000 New Pond Road and the accidents happened outside Roseberry Farm. Car & 3.5-7.5 tons vehicle. The driver of the car (aged 26-35) died. The lorry driver was seriously injured.

21st December 2012 – morning. Two cars collided between the Down Lane junction and Cypress Farm. The driver in car 1 died and the passenger was seriously injured. The driver of car 2 was slightly injured.

27th August 2003 – early evening. A motorcycle and a car approaching the roundabout from the A3. Cyclist (age 36-45) died. The outcome for the other driver was not recorded on the report.

ADDITIONAL INFORMATION

SCC Traffic Calming Policy

<https://www.surreycc.gov.uk/roads-and-transport/road-safety/safer-vehicle-speeds/managing-speeds-on-surreys-roads#traffic>

VAS – Vehicle Activated Signs

Regards trying other measures first, Compton has had **VAS cameras** for many years (guessing 15 years). There is one permanent one (hardwired) and the rest were battery charged. Nick Palmer used to charge the batteries and the data collected suggested that whilst they were quite effective when they were first installed, they became less so after several years. David Haskins used to process the data on a CPC laptop, but following David's passing, this has been lost.

CSW – Community Speed Watch

Community Speed Watch (CSW) has been running for well over 15 years and still exists, but I'm told it rarely operates now because of lack of volunteers. Members were told they had to re-train (by the police). This resulted in people leaving because they had been doing it for such a long time. Some were fed up doing it because there weren't any new volunteers, and some were annoyed at having to re-train when they were so experienced. It should be noted that Westotec (who supply the VAS machines) now do, police approved, automatic CSW kits).

<https://www.westotec.co.uk/community-speed-watch/>

Police Speed Checks

Vary. Their presence is very effective, but speed cameras would do a similar job. Information can be requested (probably annually) if requested i.e. how many checks and the results.