

1. **Part of the problem is caused by stationary traffic. This could be improved by the following:**
 - a. No right turn into Down Lane. Traffic waiting to do this must go round the roundabout and then turn left into Down Lane.
 - b. A small roundabout (probably temporary until the “big scheme” to connect the A3 going north with the A31 goes ahead – likely to be many years) in Puttenham on the B3000 where traffic turns right to get up to the Hog’s Back going towards Farnham. Delays here, particularly in the afternoon rush hour, cause tail-backs which often stretch into Compton.

2. **Part of the problem is caused by traffic volume. This could be improved by the following:**
 - a. Change signage on the A3 and elsewhere to direct traffic to Godalming via Milford and not through Compton, as is the case currently. Any new signage would have to state ‘Low Bridge 14 ft’ (4.27 metres) and the turn off through Compton would still have to include a Godalming sign saying ‘Godalming - Avoiding Low Bridge’. However, most lorries are below 14ft in height and this re-signage would have some effect in reducing HGVs in the village.
(A more permanent solution to the problem of the low bridge at Godalming (near the Inn on the Lake) would be to excavate 3ft from below the bridge to accommodate the highest vehicle permitted on our roads).
 - b. GBC to write to fleet operators and explain the pollution problem and suggest that they seek to re-route their vehicles.
 - c. Ensure that the problem is not made worse by future local developments. All such new projects must have a detailed traffic survey undertaken to ensure that the AQMA does not experience more traffic from any new development. Traffic modelling for the B3000 in Compton needs to be undertaken urgently for proposed developments such as Dunsfold and Blackwell Farm, both of which are likely to have serious negative effects on the air quality in Compton. *[Not only from the traffic generated by new residents and access to amenities but also by additional traffic wishing to benefit from improvements to the road network ie. widening of the A3]*
 - d. HGV ban at certain hours of the day. Which period this should be will depend on an analysis of the traffic using the B3000.
 - e. The B3000 is part of the east/west route around Guildford. Alternative routes have various restrictions and a review to see whether some could be addressed and subsequently removed would help to relieve pressure on the B3000 problem.

3. **Part of the problem is caused by traffic speed. This could be improved by the following:**
 - a. Making the section of the Street between Down Lane and the Green (by Spiceall) a 20mph zone.
 - b. Consider installing ‘average speed cameras’ to lower the speed of the traffic. The current traffic speed averages in the mid 30s.
 - c. Police speed cameras.

The points above in red are practical suggestions which should be capable of being implemented without too much difficulty.