



**EFFINGHAM COMMON ROAD:  
OBJECTION TO PROPOSED SPEED LIMITS**

**SURREY COUNTY COUNCIL  
LOCAL COMMITTEE (GUILDFORD)**

**13<sup>th</sup> DECEMBER 2007**

**KEY ISSUE**

This report considers whether to uphold or over-rule an objection to a proposed speed limit.

**SUMMARY**

The report sets out an objection by Surrey Police to the proposed 40mph speed limit on the C43 Effingham Common Road, Effingham following recent advertising of the proposals. It recommends that the objection be overruled and the order be made as proposed.

**Report by**

LOCAL HIGHWAYS MANAGER

**Surrey Atlas Ref.**

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& Page 113, D8

**GUILDFORD B.C. WARD (S)**

EFFINGHAM

**COUNTY ELECTORAL DIVISION (S)**

HORSLEYS

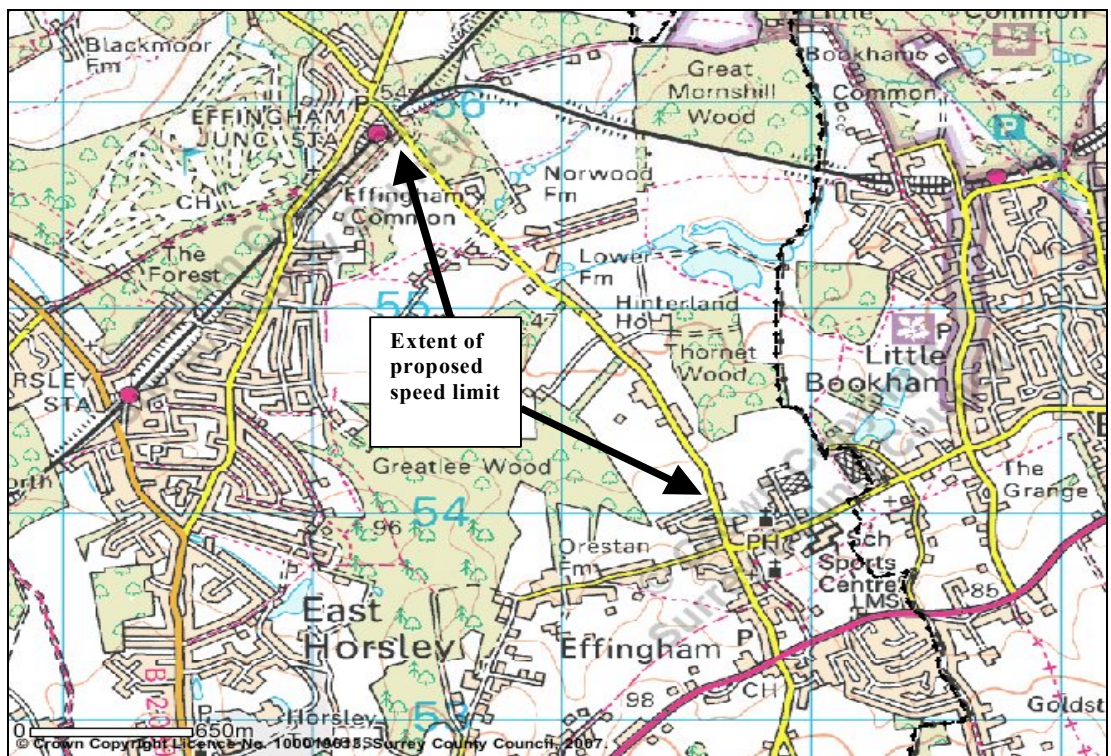
## OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that the objection to the proposed 40mph speed limit on Effingham Common Road, Effingham be overruled.
- (ii) that the intention of the County Council to make an appropriate Speed Limit Order under Section 84 of the Road Traffic Regulation Act 1984, the effect of which would be to lower the existing speed limit of 50mph to 40mph on the C43 Effingham Common Road, Effingham, be published, the Order be made and the scheme implemented.

## INTRODUCTION and BACKGROUND

- 1 On 22 March 2007, the Committee gave approval to various speed limits in the borough of Guildford following recommendation of the Transportation Task Group on 30 January 2007.
- 2 The proposals to lower the speed limit on Effingham Common Road were subsequently advertised, as a result of which one objection has been received.
- 3 The road runs between the village of Effingham and Forest Road, and is currently subject to a speed limit of 50mph. A speed limit of 40mph is proposed between the two existing 30 mph speed limits which commence to the south of the Effingham Junction railway bridge and on the approach to Effingham Village. The road is of a rural nature with some residential properties along part of its length.



- 4 There have been 3 recorded personal injury collisions in the last 3 years period, when the assessment was carried out. The SCC assessment of the appropriate speed limit took account that this is a road with parish development, acting as a buffer on the outskirts of a village, where there is little development, as well as taking into account drivers' perception of the appropriate speed for the road.

## CONSULTATIONS

- 5 There has been one objection to the proposed speed limit from Surrey Police's Road Safety & Traffic Management team. Relevant correspondence is shown in **ANNEXE A**. Surrey Police disagree with the SCC assessment, and believe that the appropriate speed limit should be 50 mph, as existing, on the following grounds:
- The mean speed of vehicles is 42 – 43 mph, and the DfT guidelines suggest that the posted limit should be equal to or greater than the average speed.
  - A 'buffer zone' should be no more than 200 – 300 metres in length.
  - Lowering the speed limit alone, i.e. without physical or other measures to reinforce this, is likely to be ineffective.

## OPTIONS

- 6 The Committee may uphold the objection, in which case the speed limit on this section of road will remain as now (50 mph). Alternatively the Committee may overrule the objection and make the traffic order, reducing the speed limit to 40 mph.

## FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 7 The cost of making the order and the appropriate signage have been allowed for as part of the Local Transport Plan devolved funding for 2007/08. If the objection is upheld, there will be a modest saving as no changes will be required to the speed limit signing. Most of the order-making and advertising costs have already been incurred however.

## SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 8 The proposed speed limit is intended to meet the needs of local people in terms of highway safety and residential amenity.

## EQUALITIES AND DIVERSITY IMPLICATIONS

- 9 This report has no implications for equality and diversity.

**CRIME AND DISORDER IMPLICATIONS**

10 This report has no implications for crime and disorder (but see 8).

**CONCLUSIONS AND REASONS FOR RECOMMENDATIONS**

11 The proposed speed limit has been considered and assessed in accordance with the approved SCC Speed Limit Management policy. Therefore it remains the officers' view that, while this road falls between the 40mph and 50mph categories, a 40 mph limit is on balance the more appropriate. The Committee is recommended to overrule the objection and proceed with the speed limit as proposed.

**WHAT HAPPENS NEXT**

12 Assuming that the officer recommendation is approved, the Traffic Regulation Orders will be made and orders will be placed with the constructor for the signage. If the objection is upheld nor further action will be taken.

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<b>BACKGROUND PAPERS</b>	Speed Limit Prioritisation: Report to SCC Local Committee (Guildford) 22 March 2007, Item 13

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