



**DIRTHAM LANE, EFFINGHAM  
CONSIDERATION OF OBJECTION TO  
PROPOSED SPEED LIMIT**

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

**10<sup>th</sup> MARCH 2010**

**KEY ISSUE**

This report considers an objection received following advertisement of a proposed speed limit, and puts forward options for the way forward.

**SUMMARY**

A single objection has been received to the proposed speed limit. The report explains the background to this and the options available to the Committee.

**Report by**

LOCAL HIGHWAYS MANAGER

**Surrey Atlas Ref.**

Page 113, 6B to 8B

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

EFFINGHAM

**COUNTY ELECTORAL DIVISION (S)**

HORSLEYS

**OFFICER RECOMMENDATIONS**

Three options have been put forward together with their implications, in paragraphs 9 to 14, 18 and 19. Because of the policy implications, officers cannot recommend, and the Committee does not have the authority to approve Option A. On the assumption that the Committee wishes to see a 30 mph speed limit imposed in Dirtham Lane, the Committee is asked to agree that:

- (i) that Option B as set out in the report be approved and that the intention of the County Council to make a 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 to 30mph on Dirtham Lane between its junctions with A246 Guildford Road and Orestan Lane be published, the Order be made and the scheme implemented, subject to funding being available.

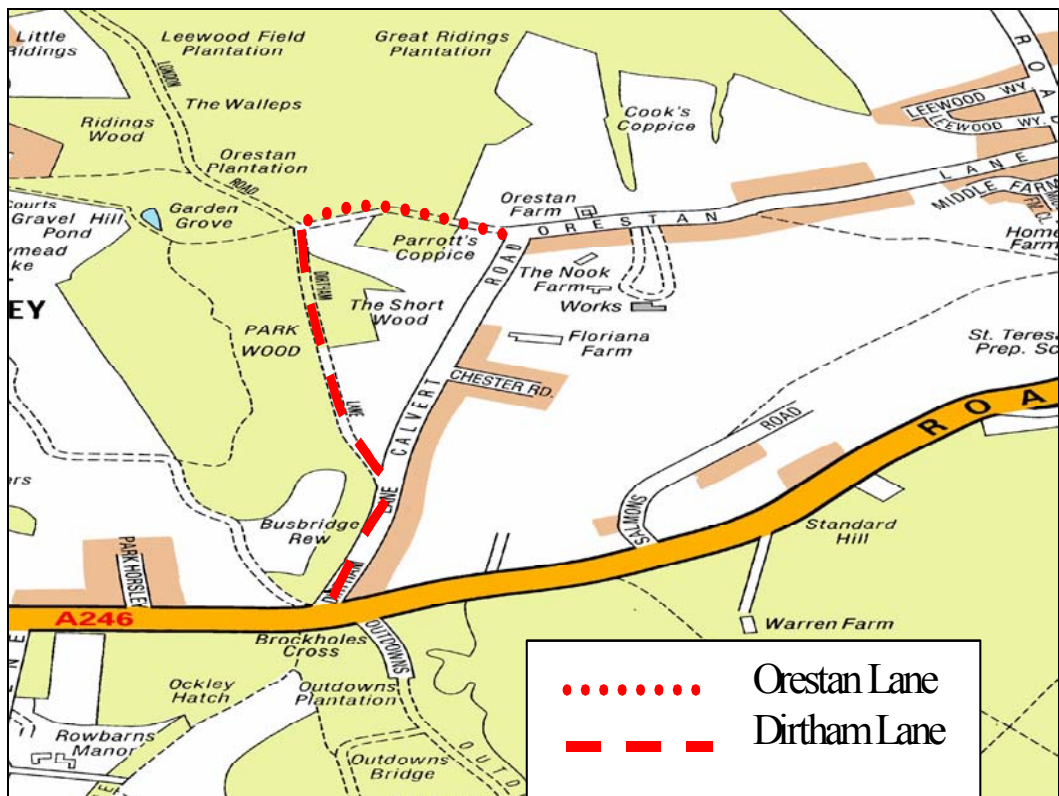
However the Committee’s attention is drawn to Option C as an alternative.

**INTRODUCTION and BACKGROUND**

- 1 On 30 September 2009, the Committee gave approval to the addition of Dirtham Lane, Effingham to the speed limit assessment list, following submission of a petition by residents of Effingham. The wording used in the Committee report was taken from the petition, which stated (inter alia):

*“We undersigned call on Surrey County Council to implement speed limits in Effingham as follows: .... (iii) A 30mph limit on the residential cul-de-sac of Dirtham Lane.”*

- 2 Dirtham Lane runs between A246 Guildford Road and Orestan Lane, as shown below, and is currently subject to the national speed limit (60 mph).



## CONSULTATIONS

- 3 Subsequently, the proposals were advertised. Unfortunately the plan attached to the order had an error, and showed the proposed speed limit as including the short section of the Orestan Lane shown as a dotted line on the plan above. However the wording of the Order was correct, and since the plan is only indicative, this would not have prevented the making of the Order.
- 4 Following advertising of the Notice of Intent, Effingham Parish Council contacted officers expressing concern about the plan and seeking clarification. Officers assured the Parish Council that the error on the plan would have no material effect as the legal Order indicated the entire length of Dirtham Lane was to be subject to the limit and made no mention of Orestan Lane.
- 5 The Parish Council raised a further concern that the residents' intention was not that the entire length of Dirtham Lane should be subject to the proposed speed limit, but only that section of the road between the A246 Guildford Road and its junction with Calvert Road, a distance of 316 metres. Officers agreed to see whether this issue could be resolved informally without the need to re-advertise of the proposal, which would have resulted in further delays.
- 6 On 11 January 2010, however, a formal objection to the proposals was received from the Parish Council. This is attached as shown in **ANNEXE A**. Officers sought legal advice, which confirmed that changes can be made to a proposal after it has been advertised providing that (a) the change is minor, and (b) the extent of the proposal is being reduced, not increased.
- 7 If the only issue had been the incorrect inclusion of part of Orestan Lane on the plan, this could have been excluded from the proposal as being (a) minor and (b) a reduction, as above. However excluding both Orestan Lane and the unmade section of Dirtham Lane leaves only 316 metres of the published proposal, some 29% of the original. 71% is a significant reduction, and cannot be considered 'minor'. This objection therefore requires resolution by the Local Committee.

## POLICY CONSIDERATIONS

- 8 It has already been established following the assessment of Dirtham Lane against the Speed Management Policy that the proposal as advertised complies with that policy. However the policy also stipulates that short sections of speed limit are unacceptable, and that speed limits of less than 600 metres in length should not be imposed.

## OPTIONS

- 9 In view of the above information there would appear to be three options open to the Committee, as follows.

- 10 **OPTION A : 30 mph on the southern section of Dirtham Lane only.**  
(i.e. as requested by Effingham Parish Council)
- This option would uphold Effingham Parish Council's objection.
  - In order to remain legal, this would require readvertising.
  - No signage would be required in the rural, unmade section of the road
  - This option would be counter to agreed SCC Policy, since the speed limit would be some 316 metres in length.
  - The signage for this option could not be ordered until the proposal had been readvertised, assuming no further objections. This would be early in the 2010/11 financial year (but see paragraph 14 below).
- 11 **OPTION B : 30 mph on all of Dirtham Lane**  
(i.e. the advertised proposal, but excluding Orestan Lane)
- This option would require Effingham Parish Council's objection to be over-ruled.
  - No readvertising would be required
  - Signage would be required in the rural, unmade section of the road, although this would be kept to the legal minimum.
  - This option would be in accordance with agreed SCC Policy.
  - It may be possible for the signage for this option to be ordered before the end of the 2009/10 financial year (but see paragraph 14 below).
- 12 **OPTION C : Abandon the proposal entirely**
- This option would not meet the spirit of either the original petition or Effingham Parish Council's objection.
  - No further activity or cost would be required.
  - No signage would be required in any part of the road.
  - This option would have no policy implications.

## FINANCIAL IMPLICATIONS

- 13 The cost of making the order and the appropriate signage have been allowed for as part of 2009/2010 budget. There is little difference between the costs of Options A and B, since one would require readvertisement, while the other would require more signage. Option C would incur no costs beyond those already incurred.
- 14 As the Committee will be aware from another report on this agenda, funding for Integrated Transport Schemes, including speed limit alterations, has been reduced to zero for 2010/11, and is likely to remain unfunded for some time beyond this. Option A would delay the implementation until 2010, which would therefore almost certainly rule it out for the foreseeable future. Option B would allow orders to be placed with the contractor before the end of the year, but this would be subject to being allowed to carry the necessary funds, budgeted for in 2009/10, into 2010/11. At present it is not clear whether this will be allowed. Officers will update the Committee when this decision becomes clear.

**EQUALITIES & DIVERSITY IMPLICATIONS**

15 This report has no implications for equalities and diversity.

**CRIME & DISORDER IMPLICATIONS**

16 This report has no implications for crime and disorder

**SUSTAINABLE DEVELOPMENT IMPLICATIONS**

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

**CONCLUSIONS AND REASONS FOR RECOMMENDATIONS**

18 Since Option B accords with County policy, while Option A does not, officers have no choice but to recommend Option B assuming that the Committee wishes to see a 30 mph speed limit imposed in Dirtham Lane. Option B has the further advantage of a greater likelihood of funding being available (although this cannot be guaranteed).

19 If however the Committee considers that the detrimental effects of Option B as described in the Parish Council’s letter of objection to be over-riding, it may consider that Option C is the least damaging. The Committee is reminded that the case for the speed limit was marginal, and that existing speeds on Dirtham Lane are low. Option C requires no further funding.

**WHAT HAPPENS NEXT**

20 Assuming that the officer recommendation is approved, the Speed Limit Order will be made and orders will be placed with the constructor for the signage, subject to funding being available.

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**LEAD OFFICER**

KAZ BANISAIED,  
PRINCIPAL ENGINEER, GUILDFORD

**TELEPHONE**

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**BACKGROUND PAPERS**

GLC Report Speed Limits Programme Review on  
03.09.00, Item 13

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## ITEM 14 : ANNEXE A : LETTER FROM EFFINGHAM PARISH COUNCIL

### Effingham Parish Council



EFFINGHAM

Jason Russell  
Head of Surrey Highways  
Surrey County Council  
County Hall  
Penrhyn Road  
Kingston upon Thames  
Surrey  
KT1 2DN



11 January 2010

Dear Mr Russell

**BF/LEGAL/MISK/GLD/AK**  
**Proposed imposition of an 30mph speed limit**  
**on the entire length of Dirtham Lane, Effingham (D265)**

Effingham Parish Council has studied the Notice and Plan for this proposal, which it **partly supports and partly opposes** as below:

1. The Plan and written description of the affected route are not accurate. They do not show/describe 'the entire length of Dirtham Lane'. A section of Orestan Lane is wrongly included.
2. The Parish Council supports the change of speed limit for the **metalled** section of Dirtham Lane **only**, ie from the junction with the A246 as far as the junction with Calvert Road.
3. The Parish Council **objects** to the new speed limit being applied over the section of Dirtham Lane which is currently unmaintained track. Highways Officers will recall the Parish Council's long-standing wish and discussions about finding a way of closing this unmaintained section to vehicular traffic, protecting the surface which has been recently improved for cyclists and walkers by Surrey County Council Rights of Way section, and inhibiting fly-tipping in the woods owned by Guildford Borough Council and The Woodlands Trust.
4. The use of 30mph repeater signs through the woods would be inappropriate to say the least, not to mention a 'de-restricted' speed limit sign at the junction with other unmaintained tracks leading to bridleways, woods and Effingham Common.
5. If the new speed limit is successfully applied to the metalled section only, the Parish Council requests that Highways Officers do NOT install a 'de-restricted' speed limit sign at the junction of the new 30mph section and the unmaintained track sections of Dirtham Lane.

Yours sincerely



c. Cllr Bill Barker, Clandon and The Horsleys