

**AMESBURY: UNDERWOOD DRIVE AND
PENDRAGON DRIVE**

COMMENTS ON OBJECTIONS

Pendragon Drive

1. Pendragon Drive links Porton Road and Boscombe Road. Whilst there are housing estates on both sides of the road, there are no junctions or accesses for either vehicles or pedestrians. There is a footway on the western side of the road. The roundabout at the Porton Road junction has splitter islands which provide assistance for pedestrians crossing the road. Porton Road is restricted to 40 mph. There are central refuges to assist pedestrians at the double mini roundabout at the Boscombe Road junction.
2. Developer funding is scheduled to provide a footway on the eastern side of the road and controlled pedestrian facilities at the Boscombe Road junctions with both Pendragon Drive and Underwood Drive in the near future.
3. The nature of Pendragon Drive and the volume of two-wheel and pedestrian traffic are in keeping with a 40 mph speed limit. The nature of the road changes at the approach to Boscombe Road where there is far more pedestrian activity. If the proposed 40 mph speed limit is introduced it would require the erection of 40 mph speed limit repeater signs along its length and 30 mph speed limit terminal signs on the approach to Boscombe Road where the character of the road changes. If a 30 mph speed limit were introduced, no speed limit signs could be provided.
4. It is considered that a 40 mph speed limit is the appropriate restriction for Pendragon Drive.

Underwood Drive

1. Underwood Drive runs south from Boscombe Road and currently terminates at a point approximately 300 metres south of that junction. It is proposed that the road will extend through further development to link-in with the A345 south of Amesbury. Just south of Boscombe Road there is a car park for the local convenience store and public open spaces on both sides of the road. Footways are provided on both sides of the road and, as well as pedestrian refuges at the double mini roundabout, there are three others along the first 160 metres of the road. Two junctions give access to housing on both sides of the road but there are no direct accesses onto Underwood Drive.

2. The character of Underwood Drive is open in nature with footways set back from the carriageway and no property fronting the carriageway. As such the criteria for a 40 mph speed limit were met. However, on reconsideration as a result of the objections, the adjacent playing area and the refuges at four locations for designated pedestrian crossing movements, the existing 30 mph restriction on Boscombe Road could be extended into Underwood Drive for a short distance to cover these features. The nature of the road changes to the south of its junction with Chambers Avenue where a 40 mph speed limit is more appropriate. Such an arrangement would mean that it would be possible to introduce a Gateway feature at the change point from 40 to 30 mph approximately 50 metres south of the junction with Chambers Avenue. This would emphasise to northbound traffic along the Distributor Road from the future development area that the character of the road changes and more pedestrian activity and two-wheel vehicles can be expected.
3. A change to the advertised proposal which would introduce a 30 mph speed limit from Boscombe Road to a point approximately 50 metres south of the junction with Chambers Avenue is therefore considered acceptable. A 40 mph speed limit south of that point will tie-in with the design speed of the Distributor road in the adjacent section of the proposed development.
4. Speed limits in the whole of the proposed development south of Underwood Drive will be the subject of future discussions.

Porton Road

1. The existing 40 mph speed limit in Porton Road runs from a point just north of its southern junction with Raleigh Crescent northwards to a point just south of its junction with Mills Way. The 40 mph speed limit is signed with repeater signs and there are 30 mph speed limit terminal signs where the character of the road changes at the entrances to Butterfield Drive and the northern junction with Raleigh Crescent. Whilst the road is developed on both sides, there are relatively few accesses and there is little pedestrian and two-wheel traffic. It is considered that a 40 mph speed limit is appropriate for this section of Porton Road.
2. If the existing 40 mph speed limit were reduced to 30 mph it would not be possible to use repeater signs as their use is prohibited by national legislation due to the presence of street lighting. In addition, speed limit signs could not highlight the change in character between Porton Road and the housing estates to which it gives access. It is considered more appropriate to leave the limit as 40 mph but to enhance the existing terminal signs by introducing Gateway features with 30 mph speed limit roundels on the carriageway and yellow backing boards for the speed limit signs, and to emphasise the repeater signs with yellow backing boards.
3. In view of the Solstice Park development, the northern terminal point of the 40 mph speed limit in Porton Road would no longer be appropriate. The changes to speed limits as a consequence of the Solstice Park development will be the subject of a separate exercise in due course.