

REGULATORY COMMITTEE

11th JUNE 2003

**AMESBURY: UNDERWOOD DRIVE AND
PENDRAGON DRIVE - OBJECTIONS TO SPEED LIMIT**

Purpose of Report

1. To consider objections to a 40 mph speed limit at Underwood Drive and Pendragon Drive, Amesbury, and to recommend the proposal be implemented over an amended length.

Background

2. Housing development in the vicinity of Porton Road and Boscombe Road, Amesbury, provided a short length of new road, Pendragon Drive, linking the existing 40 mph Porton Road with the 30 mph Boscombe Road, together with a further length to the south, Underwood Drive. This road forms part of the local distributor road network in the south-east of Amesbury.
3. At present no speed limit signs have been erected to indicate the change of speed limit between the two areas.
4. The proposal to overcome this anomaly was recently advertised. This proposed that Pendragon Drive and Underwood Drive should be restricted to 40 mph.
5. The proposal is shown on the plan at **Appendix 1**.
6. As a result of the advertisement, eight letters of objection have been received. These are listed in **Appendix 2**. Full copies are available in the **Members' Room** and from the Director of Environmental Services prior to the meeting.

Main Considerations for the Council

7. The objections need to be considered and a decision made on whether the restriction should be implemented as advertised, in line with the current criteria, or in an amended form.
8. Members will recall that they were advised at the meeting on 5th March 2003 that the Government should be issuing new guidance on local speed limits during the course of the year, following which Officers would be recommending a new Policy Document. Until that time the current guidance contained in Department of Transport Circular Roads 1/93, on which the Wiltshire criteria are based, still applies. The relevant parts are summarised in **Appendix 3** for ease of reference.

9. The objections are summarised in **Appendix 4** and comments on each objection are set out in **Appendix 5**. A slightly amended proposal could be implemented to meet some of the objections. The revised proposal is shown on the plan at **Appendix 6**.

Environmental Impact of the Proposal

10. It is not considered that the environmental impact of the signs will be significant, and any impact has to be considered and balanced against the benefits of ensuring conspicuity to produce maximum effectiveness of the 30 mph signs.

Risk Assessment

11. The amended proposal has taken into account the risks expressed by the objectors regarding the pedestrian activity in the area of the shops and playing field. The enhancement of the signing at the commencement of the existing 30 mph speed limit areas should reduce the risks by emphasising to motorists the change in character at these locations.

Financial Implications

12. The changes to the speed limit are as a result of the development and are funded by the Developer as part of the highway agreement.

Options Considered

13. Implement the proposals as advertised.
14. Pursue the changes suggested by the objectors and re-advertise the Orders.
15. Implement the revised proposals suggested in **Appendix 5** and shown on the plan at **Appendix 6**.

Reason for Recommendation

16. It is considered that the revised proposal which imposes a 40 mph restriction over a slightly reduced length is an acceptable option.

Recommendation

17. That:-
- (i) The proposed 40 mph speed limit in Pendragon Drive be introduced as advertised;
 - (ii) The proposed 40 mph speed limit in Underwood Drive be modified so that it applies southwards from a point approximately 50 metres south of its junction with Chambers Avenue;
 - (iii) Underwood Drive, between its junction with Boscombe Road and a point 50 metres south of Chambers Avenue, be restricted to a speed limit of 30 mph;

- (iv) The existing 40 mph speed limit in Porton Road remain unchanged; and
- (v) The extension of the speed limit on Porton Road be considered in conjunction with the construction of the road network associated with the development of the Solstice Park Business Park.

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The following unpublished documents have been relied on in the preparation of this Report:

Letters of objection