

**AMESBURY: UNDERWOOD DRIVE AND
PENDRAGON DRIVE**

CURRENT SPEED LIMIT POLICY

Circular Roads 1/93 states:

"Road users will expect lower limits where they can see that there are more potential risks" and

"There is little point in establishing a limit, however desirable from an environmental or safety point of view, if it is not going to have any effect on actual vehicle speed."

The Circular also gives the following as examples of the characteristics appropriate to speed limits of 30 and 40 mph:-

CHARACTER OF THE ENVIRONMENT	CHARACTER OF THE ROAD	TRAFFIC COMPOSITION
30 mph speed limit Built up with development in depth on both sides of the road. Properties with individual access to the road including school, factories and recreation grounds.	... unimproved main traffic routes or main roads through villages with frequent junctions, inadequate visibility for speeds much above 30 mph and pedestrian crossings.	High proportion of two-wheeled vehicles. Large number of pedestrians.
40 mph speed limit Partially built up (usually exceeding 50% of frontages). Buildings generally set back from the road, sometimes with service roads.	Bypasses and other important traffic routes which have become partially developed.	A noticeable presence of two-wheeled vehicles and pedestrians.