

03	Item	Update	Actions and recommendations	Who
	Date of MS Teams meeting: 20th October 2021			
1a	Wiltshire Boundary Changes			
	<ul style="list-style-type: none"> • Areas removed: Idmiston PC, Winterbourne PC, Allington PC, Cholderton PM, Newton Toney PC, Steeple Langford PC, Wylve PC. • Areas to remain: Amesbury TC, Bulford PC, Figheldean PC, Milston PM, Durrington TC, Berwick St James PC, Durnford PC, Great Wishford PC, Orcheston PC, Shrewton PC, Stapleford PC, Tilshead PC, Wilsford cum Lake PC, Winterbourne Stoke PC, Woodford PC. • Areas new: Enford PC, Fittleton cum Haxton PC, Netheravon PC, South Newton PC. 			
	<p>The process agreed going forward is all Town and Parish Councils are to keep their own list of priorities making sure the number 1 priority is added to the CATG list for consideration. CATG has their own list of 5 top priorities which are voted on by the group from the list submitted via the Town and Parish Councils. The senior engineer can be contacted for advice if required. Please see link to complete the highway improvements form: https://www.wiltshire.gov.uk/council-democracy-area-boards and submit to CATGRequests@wiltshire.gov.uk</p>			
1b.	Attendees and apologies			
	<p>Present:</p> <p>Apologies:</p>	<p>Cllr Graham Wright (Chair, WC), Cllr Kevin Daley (WC), Cllr Mark Verbinnen (WC), Cllr Monica Devendran (WC), Kate Davey (WC Highways), Rhiann Surgenor (WC Highways), Hannah Sibson (WC Highways), David Hassett (Shrewton PC), Rae Owen (Woodford PC), Andy Shuttleworth (Winterbourne Stoke PC), John Derryman & Steven Black (South Newton PC), Marie Perry (Berwick St James PC), Andy Williams (Major of Amesbury), Richie Ayling (Netheravon PC), Sean Noble & Chris Musselwhite (Great Wishford PC), Graham Jenkins (Bulford PC), Peter Paul (Durrington TC), Nikki Spreadbury Clew (Shrewton PC), Peter Curtis (Durnford PC), Loll Pownall (Durnford)</p> <p>Cllr Ian Blair-Pilling (WC), Cllr Robert Yuill (WC), Rob Coultard (Enford PC), Jacqui Abbott (WC), Spencer Drinkwater (WC), Deborah Potter (Tilshead PC), Mary Toll (Netheravon PC)</p>		

2.	Notes of last meeting			
		The notes of the last meeting held on 14 th July 2021 were accepted as a true record.	Noted and agreed	
3.	Financial Position			
		See Finance sheet. 2021/22 allocation is £16,803.00 (previous years £17,731.00). 2020/21 underspend was £55,188.18 and the current commitments total £51,973.55 giving a remaining budget of £28,636.02.	Noted and agreed	
4.	Top 5 Priority Schemes			
a)	<p><u>1-19-11</u> Footpath that connects the upper back-way to the Methodists Church on the high street, Shrewton. (SHRE22)</p>	<p>During the winter months the route to the village shop/school/ doctors/ bus stop along the back-way becomes very muddy and not user friendly for elderly people with shopping trollies and walking aids and mothers with baby buggies etc and those using electric scooters, all of whom struggle at times to mount the kerb in question either on their way to or back from the village with their shopping.</p> <p>Vehicles block access to the footpath (SHRE22) by parking across the entrance to the path and thus preventing both residents, who live on the path, and anyone else wishing to use the path from doing so.</p> <p>Request for installation of a dropped kerb at the entrance to the footpath that connects the upper back-way to the Methodists Church on the high street. (SHRE22).</p> <p>DW and AC suggested this issue be resolved when the High Street, Shrewton resurfacing works are completed. However, after further investigation this location is some distance away from High Street and</p>	<p><u>ACTION</u></p> <p>Remove and close</p> <p>Chase H bar marking to protect dropped kerbs.</p>	<p>KD</p> <p>KD</p>

		<p>therefore it is not suitable to include it with these works. Therefore, I have kept it on the CATG agenda for investigation.</p> <p>Proposal plan attached to agenda. Cost estimate in the region of £2500 (25% contribution = £625). Group agreed to fund scheme. Shrewton PC confirmed contribution via email.</p> <p>Construction works complete. Invoice raised and sent out.</p>		
b)	<p>1-20-15 Durrington 20mph speed limit assessment</p>	<p>The Roads listed below are without adequate footways and sit within the Conservation Area of the oldest parts of Durrington Village. These areas were never designed for modern traffic volumes and without footways pedestrians are at higher risk than other parts of the village.</p> <p>Roads to be included in 20mph assessment are: Hackthorne Road (full length) which leads to Church Street (full length) which leads to The Ham (no through rd). The north end of Bulford Road (from jcn Church St to Glebe Road to include School Rd which is also a no through rd). College Rd (full length). High Street from junction of Church Street to Ridgmount.</p> <p>Group agreed to fund 20mph assessment at £2,500. Durrington TC agreed 25% contribution of £625.</p> <p>Site visit undertaken by KD and traffic survey sites located. No order for the survey work has been placed yet due to Covid-19 lockdown restrictions. This work will be resumed when restrictions are eased.</p> <p>Assessments have now recommenced as Covid-19 restrictions have eased. It is anticipated traffic surveys will be undertaken over the summer period with the report being finalised in the Autumn.</p>	<p><u>ACTION</u></p> <p>Move to other priorities until assessment has been completed</p>	KD

		Due to Covid-19 restrictions there is still a large backlog of traffic surveys to be completed across the county. I will continue to chase this speed limit assessment and provide an update in due course.		
c)	<u>1-21-3</u> London Road, Amesbury	<p>Broken bus shelter. The bus shelter was damaged by a vehicle several years ago and remains in a bad state of disrepair, affording no weather protection for anyone who is waiting there and inviting potential acts of vandalism. The worsening condition of the shelter gives a bad impression of the town and of the apparent disregard by the council. The Town Council wishes for the bus shelter to be replaced.</p> <p>Cllr Westmoreland confirmed shelter was hit some time ago and this issue has been held up for a while. Discussion on whether CATG should fund as removal is maintenance. If enhanced shelter is erected could be considered as new improvement project. To be discussed further after costs are know.</p> <p>Cost estimate to remove and install a new shelter is in the region of £6,600 (CATG: £4,950, 25% contribution: £1,650). Future maintenance of any new shelter would be the responsibility of Amesbury Town Council.</p> <p>Amesbury TC confirmed 25% contribution. Orders have been placed with contractors and it is anticipated the works will be completed before the end of the calendar year.</p>	<u>ACTION</u> Move to other priorities and oversee implementation	KD
d)	<u>1-21-5</u> B3083 between A303 and Berwick St James	The southern B3083 runs from the A303 in the north at Winterbourne Stoke and travels in a general southwards direction through Berwick St James and onwards towards Stapleford where it joins the A36. The subject of this letter is the section between Winterbourne Stoke and Berwick St James and, the area either side of the junction between the B3083 and the public footpaths known as WST01/BSJA6.	<u>DISCUSSION</u> Group agreed to go ahead with the scheme and for WSPC to contribute but not BSTJ PC due to it being a small parish with limited funds.	

		<p>Please refer to item attached to agenda for full details of issues and request for new infrastructure.</p> <p>At February meeting it was agreed to defer to next meeting and request a representative is present to discuss the issue further.</p> <p>At July meeting group agreed to move to top priority list and for KD to investigate signing improvements. KD and RS met with Andy Shuttleworth on site in August.</p> <p>Proposal sent to Winterbourne Stoke PC and Berwick St James PC for review. Please see attached proposal for signing and road marking improvements. The cost estimate is £2,000 (CATG 75% = £1,500, PC 25% = £500)</p>	<p><u>ACTION</u> Order and implement scheme as per proposal plan</p>	KD
e)	<p><u>1-21-8</u> Redworth Drive, Amesbury</p>	<p>A pedestrian pathway is being used by motor vehicles presenting a risk to pedestrians using the pathway and impacting on the structural integrity of the walls surrounding the path. The path runs along the side of a residential house providing front-door access to four houses and also links the Archers Gate development to an older development. Vehicles are now increasingly using the pathway – takeaway delivery drivers and property maintenance companies looking after the four houses. The entrance to the pathway has a dropped kerb and is wide enough for a transit van. The dropped kerb would have been put in place to support buggies and disability scooters but unlike other similar pathways on Archers Gate no protection was put in place to stop vehicles using the path. Request for small bollard at the entrance to the pathway would stop vehicles accessing the pathway.</p> <p>Cllr Yuill and group as a whole are supportive of this issue. Leave on agenda for progression when space on the top 5 priority list becomes available.</p> <p>There is an option to install a removable bollard set back into the alleyway where the width increases. This bollard type has a key</p>	<p><u>DISCUSSION</u> Group agreed to support and fund this scheme. Amesbury TC confirmed contribution.</p> <p><u>ACTION</u> Prepare proposal and cost estimate for Amesbury TC to review and implement.</p>	KD

		locking socket system to allow for its removal for access (grass cutting/maintenance works). The costs for supply and installation are likely to be in the region of £1,000. To be discussed at the meeting.		
f)	<u>1-21-10, 1-21-11, 1-21-12</u> C42 Woodford Valley – speeding and lack of footways	<p>Multiple issues raised relating to speed in Woodford Valley.</p> <p>Discussion at the February meeting on issues 1-21-10, 1-21-11 and 1-21-12. PC and residents explained concerns over speeding traffic and lack of footways. All agreed to take a holistic approach to combine the Woodford issues and firstly look at speed limit review throughout Woodford Valley. Group agreed to fund assessment at £2,500 subject to Woodford PC contribution of 25%, TBC.</p> <p>AC suggested PC instruct parish steward to look at clearing undergrowth by railings. It was suggested the parish build an evidence log to be submitted to the consultant for consideration when the review is conducted.</p> <p>KD arranged site meeting with Woodford Parish Council which took place on 24th June 2021. Woodford Parish Council have confirmed 25% contribution towards the speed limit assessment. Woodford PC to confirm the extent of the assessment before I instruct the consultant to start. Woodford PC also confirmed they will arrange for the vegetation on the hill at the southern end of Upper Woodford to be cleared in order for us to assess whether a virtual footway can be accommodated.</p> <p>Extent plan confirmed with PC. Speed limit assessment submitted to consultant for action. Due to Covid-19 restrictions there is still a large backlog of traffic surveys to be completed across the county. I will continue to chase this speed limit assessment and provide an update in due course.</p>	<u>ACTION</u> Move to other priorities until assessment has been completed	KD

5.	Other Priority schemes			
a)	<p>5794</p> <p>Telegraph Hill/Salisbury Road, Bulford</p> <p>7.5t weight restriction</p>	<p>At the bottom of the hill just entering the village it is dangerous if not impossible for 2 heavy vehicles to pass, e.g. double decker bus, articulated lorry, tracked vehicle. No further action can be taken until FAPM process has been reviewed. Group agreed to keep issue open. Refer to freight management update attached to this agenda for more information.</p> <p>Bulford PC requested that the action be with them to supply details to be sent to Spencer Drinkwater. KD chased Spencer Drinkwater for LTP4 completion date April 2020.</p> <p>Due to Covid-19 pandemic resource has been allocated to the response and therefore the LTP4 is currently in the development phase, no formal timescale for completion given yet.</p> <p>Cllr Smale and Bulford PC confirmed this is still an issue and is getting increasing worse. Area Board to write to Wiltshire Council for a decision.</p> <p>Cllr Robert Yuill is still waiting for a response to his letter. Bulford PC are also still waiting for a response from the Leader of Wiltshire Council – February 2021.</p> <p>Request update from Cllr Yuill on response to his letter. At July 2021 meeting the group agreed to leave on the agenda for now.</p>	<p><u>DISCUSSION</u> Bulford PC expressed the ongoing problems and frustration with no new mechanism for weight restriction process.</p> <p><u>ACTION</u> Chair Cllr Graham Wright agreed to push this forward with Transport Planning.</p> <p>Keep on agenda for now.</p>	GW
b)	<p>5795</p> <p>A3028 from Double Hedges approaching new roundabout - No waiting at any time</p>	<p>A new path has been introduced between Bulford and Solstice Park Amesbury. Accordingly the approach pavement at the Bulford end has been widened parking bays marked on the opposite side of the road and a preferred crossing installed. People are now parking half on the kerb adjacent to this crossing vert near to the junction which is particularly dangerous.</p>	<p><u>DISCUSSION</u> Chair updated group on status of WR reviews sometime in 2022. Bulford PC confirmed photos were sent with WR1 forms.</p>	

		<p>BPC asked for this scheme to be put on hold until the outcome of discussions with DIO regarding S106 works in the village.</p> <p>Process for requesting waiting restrictions is for the Town/Parish Council to complete request form and submit to Network Management for assessment when next review is completed. Group agreed for this issue to be left open for now.</p> <p>AC confirmed waiting restrictions are not proposed as part of the works. JA invited project manager from DIO to attend Area Board meeting. Group agreed to leave this on the agenda for now, Bulford PC to resolve at strategic level.</p> <p>AC confirmed double mini roundabout is now public highway. Pedestrian survey to be carried out post lockdown but currently unclear as to who will complete.</p> <p>KD has spoken with Network Management who have confirmed that the waiting restriction reviews are moving forward now Covid-19 restrictions are easing. This location is on the list ready to be assessed. In the meantime if Bulford PC can supply photo evidence of the parking issues at this site it will help determine the extent of restrictions required.</p> <p>Bulford PC to supply photographic evidence of the extent of the issues. KD chased timescale for review on 8th October 2021. This issue has been referred to Network Management for action.</p>	<p><u>ACTION</u> Chair agreed to push this forward with Network Management</p>	GW
c)	1-20-6 High Post Road, Durnford	Speeding traffic from the A345 traffic lights at High Post down to Netton, particularly past the Chemring factory. Employees from the factory and suppliers find exiting and entering the site entrances dangerous due to vehicles speeding. The volume of traffic on this road continues to increase thanks to the residential developments on the	<p><u>DISCUSSION</u> Woodford PC confirmed they are progressing this issue currently.</p>	

		<p>outskirts of Salisbury adjacent to the A345 and A360. It will increase even further with the approval of the enlarged salt store and Naish factory planning applications. The speed limit on this road is the national speed limit – 60mph.</p> <p>Request for a site visit and discussion with Chemring and PC to investigate possibility of traffic calming measures in the vicinity of the factory entrance. Cllr Mike Hewitt agreed to follow this up with the company Chemring.</p> <p>Considered the new development. PC to flag this issue up at the planning stage to see if anything can be incorporated in development funding. The main issue is Chemring employees at finishing time. Rest of the day road is quiet and easy to use. Cllr Yuill has written to company and the police have also spoken with them. Suggestion to cut off entrance to petrol station and stop vehicles driving straight through.</p> <p>On hold for the moment. Woodford PC to express concerns as part of planning process. Not a current priority for the group – July 2021.</p>	<p><u>ACTION</u> Remove from agenda for now and Woodford PC to bring it back to the group in due course.</p>	<p>KD</p>
<p>d)</p>	<p><u>1-21-7</u> High Street, Shrewton</p>	<p>This request has been received from a resident as vehicles regularly park on the virtual footway, making it difficult for those with mobility issues, mobility vehicles and pushchairs to enter the Co-op shop. The Parish Council support the request and would like to put it forward for consideration. If there is no possibility of a proper raised footpath at the Co-op, then would it be possible for an alternative colour of tarmac/ surface to be used - similar to that which is used at the entrances and exits to the village on the main highways? That the outer (road edge) of this pathway should have some form of bollards, examples of which can be found at both the Tesco (Amesbury) and Waitrose shops, that mark off the pedestrian areas.</p> <p>AC has confirmed its not wide enough to install bollards.</p>	<p><u>DISCUSSION</u> Shrewton PC frustrated about the delay in surfacing programme. Chair highlighted meeting next week to discuss 5 year major maintenance plan and suggested Shrewton PC attend to raise this issue. remove.</p>	

		<p>Requested coloured surfacing for the virtual footway when resurfacing works are completed.</p> <p>Current major maintenance programme indicates resurfacing to be completed during financial year 2022/23. Referred to major maintenance team for action.</p>		
e)	1-21-13 Great Wishford – gateway/planter	<p>It has been brought to the attention of Great Wishford Parish Council by villagers that the three access roads into the village could be greatly improved by a gateway / planter. The roads are narrow so they only request it on one side near the village signs. A resident has offered to be responsible for the aftercare of the planters. A councillor has already had plans drawn up.</p> <p>No representative present at the July meeting therefore this issue has been deferred. Request for representative to attend next meeting to promote this issue.</p>	<p><u>DISCUSSION</u> Group agreed to support this issue.</p> <p><u>ACTION</u> Arrange site meeting with PC to assess requirements and draw up proposal and costs accordingly.</p> <p>Move to top priority.</p>	<p>KD</p> <p>KD</p>
f)	1-21-15 Shrewton, London Road – Traffic Calming	<p>Excessively high volume of vehicles using this route as a 'rat run' to avoid the A303. See attached PDF titled 'substantive bid application 2021' (3 attachments). Traffic calming scheme along London Road to deter non local traffic.</p> <p>Liaised with Shrewton PC to refine plan and substantive bid submission. CATG chair agreed contribution of £12,500 towards the bid. Substantive bid submitted September 2021. Awaiting outcome.</p>	<p><u>DISCUSSION</u> Await outcome of substantive bid process.</p>	
g)	1-21-16 Shrewton, Tanners Lane – damage to property	<p>Resident of No. 1 Tanners Lane is concerned that the corner of the property keeps getting hit by passing vehicles. It is an old cob building and each time it is hit the resident is worried that it is causing structural damage as well as costing money to repair the cob and guttering.</p>	<p><u>DISCUSSION</u> Cllr Daley explained his site visit to this location with Cabinet Member for Highways Cllr Mark</p>	

		<p>Request for bollard/pole to be installed on the corner to protect the property. Please see attached photos at the end of the agenda.</p> <p>Site visit undertaken during September 2021. Options for a solution to be discussed at the meeting.</p> <p>Solutions to amend/add road markings and a bollard to be discussed at the meeting.</p>	<p>McClelland and the issues regarding property damage.</p> <p>ACTION Chase option of rerouting idVerde vehicles in the other direction.</p> <p>Progress lining in the spring.</p>	<p>Cllr Daley</p> <p>KD</p>
6.	New Requests / Issues			
a)	<p>1-21-17 A345 Netheravon <u>No. 1 Priority</u></p>	<p>Road Safety and Speeding. The Parish Council would like the speed limit reduced to 40 mph. There are houses and flats along the edge of the A345 and 8 turnings to the east of the road plus a Caravan Park and other collections of houses which enter the A345. Three of the turnings to the north have very poor visibility onto the A345 and many accidents plus fatalities have occurred over several years.</p>	<p><u>DISCUSSION</u> Netheravon PC promoted issue and expressed they are wanting to use CSW if the limit can be reduced.</p> <p><u>ACTION</u> Move to top priority and submit speed limit assessment. £625 local contribution must be confirmed.</p>	<p>KD</p>
b)	<p>1-21-18 C283 From Stoford bottom to A36 junction <u>No. 1 Priority</u></p>	<p>The C283 is a well known "rat-run" for traffic from the A360 to the A36; the volumes and speed of the traffic increase when there are difficulties upon the A303. There are no footpaths located on either side of the narrow road. Traffic speeds through the village in excess of the identified 30 mph restriction and is a danger to all inhabitants (both young and old) of the village.</p> <p>The traffic speed survey, performed in December 2019, identified -</p> <p>i) 85th percentile speed was 37.4mph.</p>	<p><u>DISCUSSION</u> South Newton & Stofod PC discussed issues in more detail. Cllr Daley supports issue.</p> <p><u>ACTION</u> PC to submit traffic survey in location where CSW</p>	<p>South Newton</p>

		<p>ii) 57.4% of recorded vehicles were exceeding the posted speed limit.</p> <p>Request for existing 30mph speed limit to be reduced to 20mph and for a pedestrian walkway from the upper entrance to the Mount Pleasant Estate to the A36 junction adjacent to the Swan public house.</p>	<p>takes place to determine a more recent average speed. Please complete the form following this link https://www.wiltshire.gov.uk/council-democracy-area-boards</p> <p>Submit the form to trafficsurveys@wiltshire.gov.uk</p>	<p>& Stoford PC</p>
c)	<p>1-21-19 Durrington, Marina Crescent <u>No. 1 Priority</u></p>	<p>Access to Marina Crescent is restrictive as the road is so narrow and on road parking compounds this problem. Request to make Marina Crescent a one way system, in doing so would assist greatly in the access and exiting this road.</p>	<p><u>DISCUSSION</u> PP survey on Marina Crescent. Narrow road and difficulty for emergency vehicles. Witnessed cars meet and have to reverse out onto Stonehenge Rd. Group agree to support the issue.</p> <p><u>ACTION</u> Move to top priority and investigate viability of one way system.</p>	<p>KD</p>
d)	<p>1-21-20 Durrington, A3028 mini roundabout junction with Bulford Road</p>	<p>Concerns raised over the eastward travelling vehicles not giving way at the mini roundabout to traffic coming from Bulford Road. Request for road marking improvements to include give way lining and sign.</p>	<p><u>DISCUSSION</u> Leave this issue until it becomes No. 1 priority for Durrington TC.</p>	

e)	Enford – C32 Coombe & East Chisenbury	Request for a speed limit assessment to reduce the existing 30mph speed limit to 20mph. This has been submitted as two separate requests but the Parish Council would like the group to agree for these to be combined into one assessment cost.	<u>DISCUSSION</u> Defer this issue until a representative of Enford PC can attend a meeting.	
f)	Durnford Speed limits	Concerns over the lack of speed limit through Great Drunford village. Request for a 30mph speed limit to be implemented.	<u>DISCUSSION</u> Durnford PC discussed issues in more details. Expressed there is no speed limit at all or any footways. Cllr Daley supports this issue and so do the rest of the group <u>ACTION</u> Move to top priority and submit speed limit assessment. £625 local contribution already confirmed.	KD
7.	Any other business			
a)		Shrewton / Winterbourne Stoke PC discussion. Bulford PC pedestrian surveys. Request through formal process. JD police crime commissioner meeting tomorrow and invites people to send in questions to be raised. Bulford PC confirmed to WSPC speed limit along the Droveaway.	Clarify what MoD road speed limits are?	GW

8.			
	<p>TOP FIVE PRIORITY SCHEMES LISTED BELOW (SCHEMES HIGHLIGHTED IN YELLOW REQUIRE FUNDING APPROVAL FROM THE AREA BOARD, ITEMS IN GREY ARE ALREADY AGREED AND CURRENTLY IN PROGRESS):</p> <ol style="list-style-type: none"> 1. 1-20-15 Durrington 20mph speed limit assessment £2,500 (CATG £1,875, Durrington PC £625) 2. 1-21-3 Amesbury, London Road bus shelter replacement £6,600 (CATG £4,950, Amesbury TC £1,650) 3. 1-21-5 Winterbourne Stoke/Berwick St James B3083 signing improvements £2,000 (CATG £1,750, Winterbourne PC £250) 4. 1-21-8 Amesbury, Redworth Drive bollard installation – £1,000 (CATG £750, Amesbury TC £250) 5. 1-21-10/12 Woodford Valley C42 speed limit assessment £2,500 (CATG £1,875, Woodford PC £625) 6. 1-21-17 Netheravon A345 speed limit assessment £2,500 (CATG £1,875, Netheravon PC £625) 7. Durnford speed limit assessment £2,500 (CATG £1,875, Netheravon PC £625) 		

9.			
	Date of Next Meeting	2 nd February 2022 @ 10:00 via MS Teams	

Amesbury Community Area Transport Group

Highways Officer – Kate Davey

1. Environmental & Community Implications

1.1. Environmental and community implications were considered by the CATG during their deliberations. The funding of projects will contribute to the continuance and/or improvement of environmental, social and community wellbeing in the community area, the extent and specifics of which will be dependent upon the individual project.

2. Financial Implications

2.1. All decisions must fall within the Highways funding allocated to Amesbury Area Board.

2.2. If funding is allocated in line with CATG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Amesbury Area Board will have a remaining Highways funding balance of **£22,386.02.**

3. Legal Implications

3.1. There are no specific legal implications related to this report.

4. HR Implications

4.1. There are no specific HR implications related to this report.

5. Equality and Inclusion Implications

5.1 The schemes recommended to the Area Board will improve road safety for all users of the highway.

6. Safeguarding implications

6.1 There are no specific safeguarding implications related to this report.

Amesbury CATG

FINANCIAL SUMMARY

BUDGET 21-22

£16,803.00	CATG ALLOCATION 21-22
	Previous years £17,731.00
£55,188.18	2020-21 underspend

Contributions

Winterbourne Stoke PC 20mph speed limit implementation	£700.00	Invoiced
Bulford PC - Horse Warning Signs	£220.75	Invoiced
Shrewton PC - Upper Backway dropped kerbs	£528.11	Invoiced
Cholderton Parish Meeting - village gates	£2,019.53	Invoiced
Wylde PC for 20mph speed limit implementation	£2,250.00	Confirmed
Durrington PC - Glebe Rd/School Rd signing		NFA
Durrington PC - 20mph speed limit assessment	£625.00	Confirmed
Woodford PC - speed limit assessment	£625.00	Confirmed
Amesbury TC - London Rd bus shelter replacement	£1,650.00	Confirmed

Total Budget

£80,609.57

Commitments carried forward

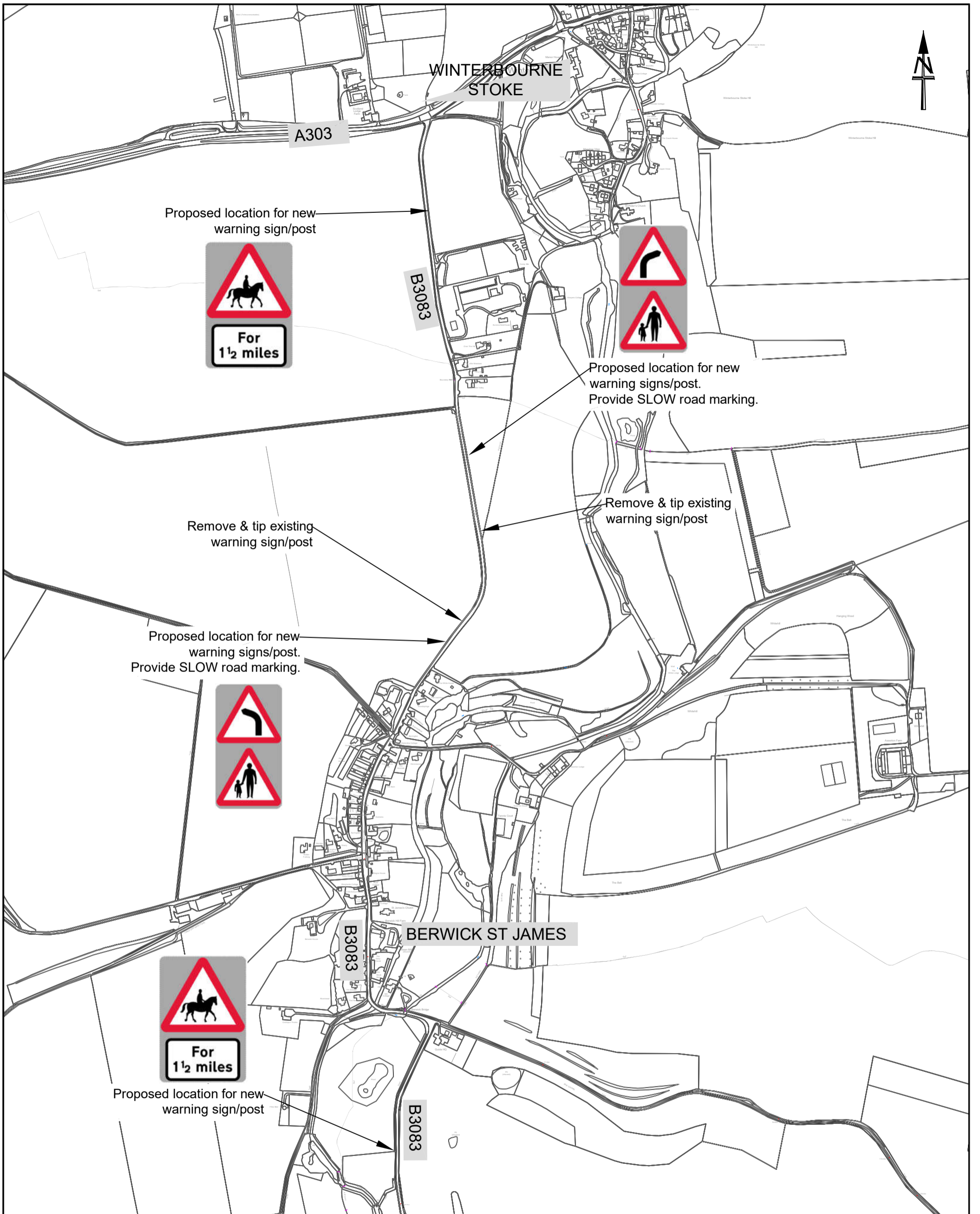
Street namplates	£5,000	Estimate
Winterbourne Stoke 20mph speed limit implementation	£2,800	Actual

New schemes

Bulford Horse Warning signs	£883	Actual
Shrewton Upper Backway dropped kerbs	£2,112	Actual
Cholderton village gates	£8,078	Actual
Wylde 20mph Speed Limit implementation	£9,000	Estimate
Durrington Glebe Rd/School Rd signing		NFA
Durrington 20mph speed limit assessment	£2,500	Estimate
Woodford Valley speed limit assessment	£2,500	Estimate
Amesbury London Road Bus Shelter replacement	£6,600	Estimate
CATG contribution to Shrewton London Rd Substantive Bid	£12,500	Agreed

Total commitment **£51,973.55**

Remaining Budget **£28,636.02**



NOTES:

**SIGNS SHOWN ON THIS PLAN
ARE INDICATIVE ONLY**

Wiltshire Council

Traffic & Network Management

County Hall, Bythesea Road, Trowbridge
Wiltshire, BA14 8JD

Tel: 0300 4560100
Website: www.wiltshire.gov.uk

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Wiltshire Council (100049050) 2021

F					
E					
D					
C					
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O	OCT 21	KAD	***	***	ORIGINAL
REV	DATE	DRAWN	CHECK	APPRV	DESCRIPTION

PROJECT:
STONEHENGE CATG SCHEME
BERWICK ST JAMES/WINTERBOURNE STOKE
SIGNING IMPROVEMENTS

DRAWING TITLE:
PROPOSAL PLAN

DRAWING PURPOSE:
PROPOSAL PLAN

SCALES:	NOT TO SCALE	SHEET SIZE:	A3
DRAWING No.	KAD/BSTJ/D001A	REVISION:	O
FILE REF:	L:\TETS\SCHEMESPECIFIC\CATGAMES\2021\22\BST.JSIGNING\DESIGN		