

AGENDA

Meeting: Devizes Community Area Transport Group (CATG)
Place: Kennet House, Sergeant Rogers Way, Hopton Ind Estate, Devizes
Date: Wednesday 14 June 2017
Time: 10.00 am

Please direct any enquiries on this Agenda to Gareth Rogers, Highways Engineer, direct line 01225 713384 or email gareth.rogers@wiltshire.gov.uk

AGENDA

Membership of the CATG

For membership please click on the link below:

<http://modern.gov.wiltshire.council/mgCommitteeDetails.aspx?ID=1316>

1 **Note Tracker** (*Pages 3 - 26*)

The following information is included in the attached Note Tracker:

- Attendees and Apologies
- Approval of notes of the previous meeting
- Financial Position
- Top 5 Priority Schemes
- Other Priority Schemes
- New Requests/Issues
- Current / ongoing schemes
- Other items

2 **Date of the next meeting**

DEVIZES COMMUNITY AREA TRANSPORT GROUP 28 JULY 2016 ACTION NOTES

	Item	Update	Actions and recommendations	Who
1.	Attendees and apologies			
	Apologies:	None		
2.	Notes of last meeting			
		The notes of the previous meeting were ratified at the Devizes Area Board on 23 January 2017 (click on link for webpage)		All
3.	Financial Position			
		The final finance sheet is appended £43 remaining £15,571 is 16/17 allocation Consensus is to ask for contributions to schemes		All
4.	Top 5 Priority Schemes			
a)	4425 - Market Lavington 20mph Speed Limit Assessment & Road Markings	Works order has been placed with contractor TRO due to become effective by end of June 2017 Issue to be removed from priority list.		

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b)	Devizes, Avon Terrace / Rotherstone 20mph Assessment	Preparation of works order for contractor ongoing. Issuing to contractor expected July 17. Issue to be removed from priority list		
c)	4249 Devizes – Andover Road Signs advising of entrance to commercial recycling centre.	PW agreeing with Grist about signage – Grist are funding signage To be removed from priority list.		
e)	Roundway – Windsor Drive Bus stop hardstanding.	Work complete – remove from list.		
f)	Issue 4596 Potterne – concern regarding ability to cross the A360 at 2 locations	Area outside George and Dragon is not highway so no action possible by this group at this stage Ryleaze Steps – Work Completed, close issue and remove from list		
g)	4359 Little Cheverell – Low Road Request for 20mph restriction.	Parish Council have requested the introduction of a 20mph restriction through Low Road, and committed to contribution of £3,000. Happy to proceed as assessment indicates appropriate for this area with £2,500 contribution from PC. Sign locations to be considered.		
h)	4782 Install Dropped Kerb Mintys Top Bromham	CATG have outlined support and committed £1000 towards cost. The PC have outlined their willingness to contribute 25% to costs (£250) Works order has been placed with contractor – expected Jul / Aug. Keep on the list until works completed		
i)	Issue number 4939 Ethcilhampton	CATG discussed issue and approved to commit £300 towards implementation of Playground Warning signs, providing PC contribution of 25%. MW to confirm. Scheme has been included in 2016/17 work programme for		GR

DEVIZES COMMUNITY AREA TRANSPORT GROUP 28 JULY 2016 ACTION NOTES

		development ahead of placing order for installation in 2017/18		
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5.	Other Priority schemes			
a)	Roundway – Brickley Lane Removal of Traffic Calming outside of Lodge Cottage.	Roundway Parish Council (RPC) have completed consultation and wish to proceed. Initial estimate of £10k, and contribution will be required To be considered when future funding becomes available Question to be put to DTC is they are willing to contribute 30%		
b)	Issue Number 4843 A360 Devizes to Potterne Footpath Extension	Alterations to the pedestrian crossing point in Roundway Parish but which is mainly used by Potterne residents to the Devizes CATG. We understand that negotiations have been underway and Potterne Parish Council are keen to see improvements as soon as possible in the interest of pedestrian safety. Site meeting has taken place, and Land Owner has confirmed willingness to dedicate the land to enable extension. Significant development work required and potential bid for Substantive Bid. Funding required to enable legal process for Land Transfer & Design Work, an initial element to develop a solution to enable accurate assessment of costs circa £4,000. To be considered when future funding becomes available. Devizes TC and Potterne PC to be asked for contribution towards the assessment costs.		
6.	Outstanding issues			

DEVIZES COMMUNITY AREA TRANSPORT GROUP 28 JULY 2016 ACTION NOTES

a)	<p>4730 Speeding Through Bishop Cannings Nr Primary School Request for Improvements to School Access</p>	<p><i>Children and parents at Bishops Cannings have to cross a road to access a parking area. The Parking area is situated at a crossroads on the turning to the school and is a dangerous place to cross with small children. A pedestrian crossing would make this area safer and encourage parents to park there instead of by the school. The speed limit is 50 until the road enters the village so signage might also advise cars to slow in this area</i></p> <p>The issue has been looked at previously as part of the Taking Action On School Journeys initiative. The provision of facilities which improve access to the Village Hall car park is restricted due to land ownership issues. Further measures should be channelled through future TAOSJ applications</p> <p>Metrocount has been requested – awaiting results of MC</p>		
b)	<p>4833 White Lines Across Driveway Mill Road Devizes</p>	<p><i>We have recently built a new bungalow in Mill Road which has a particularly wide driveway due to the visibility splays. We have found however that at times cars and other vehicles have been parked in front of our driveway even though we have a polite notice stating to keep it clear. We are not resident in the bungalow yet but would like to request that white lines are installed on the road across the full width of the driveway. Our neighbours' garages have drop curbs out onto Mill Road with white lines across to prevent others parking there and blocking their garages which proves effective. We would be grateful if you would consider our request.</i></p> <p>Sent to Town Council for consideration. Issue has been generated by private development. Obstruction of access is a matter for the Police. Was on TC agenda at last meeting. TC were supportive. Response to be CATG not supportive. Individual to be advised that H-bar acceptable if they seek permission from highways and privately fund it.</p>		
c)	<p>Issue No 4926 New Park Street / Wharf</p>	<p><i>Poor street lighting from New Park street into the Wharf Car Park suggestion from residents of Anstie Court that the street lighting should be improved.</i></p> <p>To be considered by CATG.</p>		

DEVIZES COMMUNITY AREA TRANSPORT GROUP 28 JULY 2016 ACTION NOTES

		<p>Town Council supportive of this. To be looked at as part of the wharf redevelopment. KF to raise at AQ group.</p> <p>To be put on hold as part of the Wharf Redevelopment project. To be removed.</p>		
d)	<p>Issue No 4936</p> <p>Town Centre Car Park Signing.</p>	<p><i>At a recent meeting of the Town Councils planning committee concern was raised about the effectiveness of some motorist signage which directs visitors to the town centre and town centre car parks.</i></p> <p>CATG discussed issue, and suggested that DTC need consider the issue further and develop a Car Parking Strategy for managing visitors / shoppers ahead of request for changes through the CATG</p> <p>Not discussed at TC yet,</p>		
e)	<p>Issue 5028</p> <p>Caen Hill Dual Carriageway</p>	<p><i>The issue is the number of accidents and incidents that take place on Caen Hill along the dual carriageway. I live in Poulshot and use the junctions across the dual carriageway daily as a motorist and less frequently as a pedestrian and cyclist. I will not allow my teenage children to cycle to Devizes because of the hazards of getting across the road. In the past two weeks there have been two accidents at the junction causing chaos and clearly endangering life. In my 16 years as a Poulshot resident my perception of the accident rate on this stretch of road is that it is disproportionately high as compared to other parts of the county. I always wonder as I wait at the junction if today will be my day to be involved in a collision. I am interested to know if the accident data for Caen Hill bears out my perception and what can be done to address this. There isnt absolutely no benefit in this stretch of road being a dual carriageway it increases risk.</i></p> <p>Has Town Council / Parish Council support been given?</p> <p>Major review taking place on Caen Hill over the next 6-9 months</p> <p>Not yet discussed at DTC</p>		

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f)	<p>Issue 5067 B3098 School Crossing Erlestoke</p>	<p><i>School children in Erlestoke have been forced to walk across the main road passing through the village to get on and off the school bus in a high risk location outside the George and Dragon Pub. Numerous attempts have been made to improve safety but without success. In an effort to do something a non approved warning sign was erected on the approach to the village a 100m before the school crossing. The sign was highly visible and well received. It also helped prevent cars coming down the hill past the prison from ploughing into the embankment at the bend leading into the village and where the sign now removed was located. As a result of a complaint from the owners of the George and Dragon PH who used this to support their grievances with the local community over their failed planning application the Parish Council were advised to remove the sign. This has been done and after 20 years of community effort we are back to square one. Since the sign has been removed two cars have failed to make the corner and ploughed into the embankment. The sign consequently provided additional security. Although consideration has been given to changing the crossing point we have not been able to find a more suitable location. However the crossing continues to be a frightening and unsafe experience The Parish Council would like to see a properly approved highly visible warning sign installed in the location of the previous sign - now removed Has Town Council / Parish Council support been given?</i></p> <p>GR to investigate the site - chevrons/school crossing signs. Once a decision made -elevate this to a priority</p>		
g)	<p>Issue 5106 Great Cheverell – Speed Issue</p>	<p><i>Crossing the B3098 into Great Cheverell The existing 50mph on stretch of B3098 between Earlstoke prison and Little Cheverell at the crossroads at Pear Tree Lane makes it very dangerous to cross B3098 into Great Cheverell. No visibility what so ever when pulling out from Pear Tree Lane looking left towards Earlstoke looking right is poor. I was crossing this junction only to have a near miss with a van possibly speeding it doesnt matter its too fast the existing speed limit. The PC for Great Cheverell lives on that junction and faces this every day I use the road to get access to Pear Tree Hill daily. Is a mirror a possibility please.</i></p> <p>Speed limit lowered from 50mph to 40mph better warning signage mirror Has Town Council / Parish Council support been given?</p>		

DEVIZES COMMUNITY AREA TRANSPORT GROUP 28 JULY 2016 ACTION NOTES

		Maintenance of hedgerow and visibility splays suggested as a first action.		
h)	Issue 5147 Great Cheverell – Speed Issue	<p><i>Risk of serious accident due to speeding drivers at a blind bend in regular use by local residents and people enjoying recreational use of Salisbury Plain. Danger point is on the main route between the Lavingtons and Westbury a commuter and HGV diversion route so traffic volumes and speeds are high. Large HGVs turning tofrom the C40 are an additional hazard. Collision records show a concentration of accidents at this point both in the past when residents recall a fatality and less seriously more recently i.e. 12.4.99 15.4.99 2.2.00 13.9.01 and 24.3.05. See also Area Board Issue No. 5106. Improved signage to warn drivers of the blind access to protect local residents and recreational users and all drivers on the B3098. At present there is almost no signage.Possible use of rumble strips specifically east of Pear Tree Lane to slow traffic approaching this blind bend.Active enforcement of the current 50mph limit by Wiltshire Police.Reduction of the speed limit to 40 mph for an appropriate substantial length of the B3098 to include a section east of Pear Tree Lane and west by Victoria Park housing.</i></p> <p>Has Town Council / Parish Council support been given?</p> <p>As above</p>		
i)	Issue 5202 All Cannings 20mph	<p><i>All Cannings Parish Council would like to request a 20 MPH zone in the Village in the area to the west of the Lipgate including Greenhouse Road Townsend The Street and Chandlers Lane. NOT on the Lipgate.</i></p> <p>Has Town Council / Parish Council support been given?</p> <p>To proceed assuming confirmation from PC re contribution</p>		
j)	Issue 5244 A360 Blackdog Crossroads	<p><i>A360 - Black Dog Crossroads visibility splays.</i></p> <p><i>Work to improve the visibility splays</i></p> <p>Has Town Council / Parish Council support been given?</p> <p>Waiting to find out about land ownership of adjacent land.</p>		
k)	Issue 5280 Urchfont – Speeding on B3098 Crooks Lane	<p><i>There is an accident waiting to happen due to a dangerous and urgentsituation especially for children on the B3098 road going towards the A342. The 30 mile an hour derestriction sign finishes far too early and needs moving way past Crooks Lane before there is a serious tragic accident. At the</i></p>		

DEVIZES COMMUNITY AREA TRANSPORT GROUP 28 JULY 2016 ACTION NOTES

		<p><i>moment drivers put their foot down once they have past the derestriction sign and come hurtling down the hill. Children cross that road from Urchfont on a morning to catch the bus for school and it is a serious health and safety issue bordering on Child Protection. It makes a mockery of the 20 mile an hour signs recently placed in Urchfont village and further up Crooks Lane to protect the children when there is no provision for vulnerable children in that part of Urchfont to cross this busy main road who are usually unaccompanied. It does not help that the Urchfont sign is in the wrong place and also needs moving as drivers think they have left the village which they have not as in fact the village stretches to all the houses on Crooks Lane and beyond. Simply move the derestriction sign and the Urchfont sign further along the road</i></p> <p>Has Town Council / Parish Council support been given?</p>		
l)	<p>Issue 5283 Chandlers Lane, Bishops Cannings</p>	<p><i>Chandlers Lane Bishops Cannings. There has always been an issue of speeding traffic going from the national speed limit into the 30mph zone and in the opposite direction where the vehicles in the 30 zone can see clearly down the lane that there is a national speed limit approaching. Consequently this has produced speeding traffic both ways within the 30 zone. Traffic calming measures are needed now more than any time as the new development at Lay Woods is going to provide a rat run to get off and onto the A361. Therefore exponentially increasing the volume of traffic and significantly the volume of speeding traffic. There is a play area open ground. Right next to the road at Oak Close with a large number of children playing whilst there are railings between them and the road I often see them running out after footballs for example. The traffic needs to be slowed. Thank you. Look to reduce the speed offer traffic calming measures and make sure Bishops Cannings Chandlers Lane does not become a rat run for the new Lay Woods development.</i></p> <p>Has Town Council / Parish Council support been given? If so then suggest metro count with a view to setting up CSW group.</p>		
m)	<p>Issue 5331 B3098 Crooks Lane, Urchfont</p>	<p><i>The B3098 has a 60mph speed limit where it meets the bottom of Crooks Lane. Members of the public in particular school children from the age of 11 have to cross the B3098 to get to the bus stop. Cars come over the brow of the hill towards Urchfont on the B3098 at high speed and do not react to the signs for the village nor the request to slow down up by Walnut Close until they are well past Crooks Lane.</i></p>		

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		<p><i>The speed limit here needs to be reduced from 60 mph to 30mph</i></p> <p><i>Extend the 30 mile an hour speed limit on the High StreetB3098 in Urchfont to cover the junction with Crooks Lane and to reduce the 60 mile an hour limit on the bottom of Crooks Lane itself to 30 or 20 mph.</i></p> <p>Has Town Council / Parish Council support been given?</p> <p>GR to arrange measurement of speed in this area.</p>		
n)	Issue 5360 A342 Dunkirk Hill	<p><i>Speed limit A342 Dunkirk Hill Devizes SN10 2BQThe current speed limit for this urban road is 40mph which appears to be potentially incorrect for the type of housing and street lighting in an urban area. My understanding is that to permit the introduction of a 30 mph requires there to be substantive frontage development with direct access. This development needs to equate to a minimum of three properties per 100 metres.Dunkirk Hill meets and substantially exceeds this min criteria for a 30 MPH and in addition to which has sufficient street lighting that also meets the definition.</i></p> <p>Has Town Council / Parish Council support been given?</p>		
o)	Issue 5409 C50 Spaniels Bridge, Coate	<p><i>Parking of vehicles on the C50 at Spaniels Bridge Coate. This problem is the result of the recent sale by Aster of land long used as a car park by the residents of Spaniels Bridge. Displaced vehicles now have no alternative but to park on-road. Despite parish council representations Wiltshire Council have given permission for change of use for the land to domestic curtilage. Roadside parking at this point is extremely hazardous and is impacting on the visibility for vehicles using the C50 and for neighbouring properties emerging from off-road parking.</i></p> <p>Has Town Council / Parish Council support been given?</p> <p>Parking problems caused by car park being sold off by housing association. PW to raise it with PC.</p>		
6.	Other items			
a)	Windsor Drive waiting restrictions	<p>Complete</p> <p>COmplaint received that cars parked moved to jubilee road. view is</p>		GR

DEVIZES COMMUNITY AREA TRANSPORT GROUP 28 JULY 2016 ACTION NOTES

		that this is good because it is less dangerous for the cars to be there than on windsor drive.		
b)	Dropped Kerb request	<p><i>Firstly the post box on Thomas Wyatt Road at the top end of the old hospital development is at the back of a pavement with no dropped kerbs so I could not post two important letters and had to rely on my daughter to post them for me.</i></p> <p><i>Secondly I had an appointment at Hatts the physios on the corner of Couch Lane and Commercial Road. Despite the fact that this pavement had been relaid recently there is no dropped kerb and therefore no wheelchair access</i></p> <p>GR to check this ownership of the road and if it has been adopted. View sought from DTC</p>		
8.	Date of Next Meeting: 6 September 2017 Devizes Fire Station			

Devizes Community Area Transport Group

Principal Engineer – Gareth Rogers

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 £TBC.

3. Legal Implications

DEVIZES COMMUNITY AREA TRANSPORT GROUP 28 JULY 2016 ACTION NOTES

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.

Principal Engineer – Gareth Rogers

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 Devizes 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, Devizes Area Board will have a remaining Highways funding balance of **£43.00**.

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.

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**HIGHWAYS & TRANSPORT
TRAFFIC & NETWORK MANAGEMENT**

DEVIZES

Little Cheverell

**20mph Speed
Restriction Assessment**

Document Control Sheet

Project Title: **Devizes: Little Cheverell**

Report Title: **20mph Speed Restriction Assessment**

Revision: **Version 1**

Status: **Final**

Date: **April 2017**

Record of issue

Issue	Status	Author	Date	Check	Date	Authorised	Date
1	Final	GTR	04/2017	DMT	04/2017	DMT	04/2017

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1.0 Introduction and background

Following the publication of Wiltshire Councils policy for 20mph speed limits, each of the 18 Community Area Transport Groups have the opportunity to identify and request assessments for 20mph speed limits.

The Parish of Little Cheverell in the Devizes Community Area requested the introduction of a 20mph limit during 2016/17. This request was considered by the Devizes CATG and supported by the Area Board.

This report sets out the analysis of this location against “Wiltshire’s Policy on 20mph Speed Limits and Zones” and the Department for Transport (DfT) Circular 01/2013 “Setting Local Speed Limits”. This guidance will be used to determine what area is suitable for a 20mph speed restriction.

Little Cheverell is located to the southwest of Devizes and a village of approximately 30 to 40 properties developed linearly along the B3098 and Low Road. Low Road is an unclassified road and links the B3098 and C40. The road is predominantly single track and is subject to a 7.5T weight restriction and 30mph restriction.

The full extents of the area studied are set out in Appendix 1.

2.0 Data Collection

Average speed and volume of traffic was recorded using a device called a Metrocount. This is a roadside unit with sensors placed across the road and identifies speed and volume of vehicles.

Metrocounts were installed at a variety of locations throughout Little Cheverell and were put in place from 23rd January – 6th February 2017.

The location of each counter is identified in Appendix 1.

Table 1 below sets out a summary of the results of each metrocount:

Metro Count Number	Total Traffic Volume (annual average daily traffic)	85th %ile Speed (mph)	Mean Average Speed (mph)
Site 1	60	24.6	18.2
Site 2	60	22.6	17.6
Site 3	59	21.0	16.6

Table 1 – Summary of metrocount results

3.0 Collision Data

An investigation into the Police Collision Database shows there has been no recorded Personal Injury Collisions in the 6 year period prior to this report (up to 31/12/16).

4.0 Analysis against Wiltshire Council Policy

It is important to remember that all speed limits should be set where it can be expected that overall compliance with the limit can be realistically achieved. Higher recorded speeds are generally not reduced with signing alone and are likely to require hard engineering measures such as alteration to the road layout and/or road humps.

With the above in mind, there are two different types of 20mph speed restriction – a 20mph Zone or a 20mph Speed Limit.

Wiltshire Council policy has considered previous studies into 20mph speed limits and zones as well as the guidance from DfT Circular 01/2013. Wiltshire Council policy identifies the options to consider when implementing 20mph zones and limits within Wiltshire:

20mph Zones:

20mph zones are defined as areas subject to a 20mph speed restriction which cover a number of roads and are supported by the appropriate traffic order and signs.

Typically there will be traffic calming measures at regular intervals throughout the zone to ensure speeds remain consistent in the area. This could include the addition of road humps and raised junctions as well as build outs, chicanes or pinch points.

20mph zones to be considered where:

- Roads are restricted to a 30mph speed limit
- A proven history of road user conflict with vulnerable users such as child pedestrians is apparent.
- New residential developments
- Where there is an alternative route existing, so drivers are able to avoid the zone.
- On major streets if there is a significant number of journeys on foot or bicycle and this outweighs the disadvantage of longer journeys for motorists.

20mph Speed Limits:

20mph limits are defined as streets where the speed restriction has been reduced to 20mph but where there are no physical calming measures. Drivers are alerted to the restriction by the use of terminal and repeater signs only.

20mph Speed Limits to be considered where:

- Mean before speeds are at or below 24mph (if they are just above this threshold lighter touch engineering measures to reduce speed may be implemented)
- On roads which do not have a strategic function or where motor vehicle movement is not the primary function.
- On major streets if there is a significant number of journeys on foot or bicycle and this outweighs the disadvantage of longer journeys for motorists.
- In rural areas where the location in addition to the above conditions meets the definition of a village as set out in Traffic Advisory Leaflet "01/04 – Village Speed Limits".

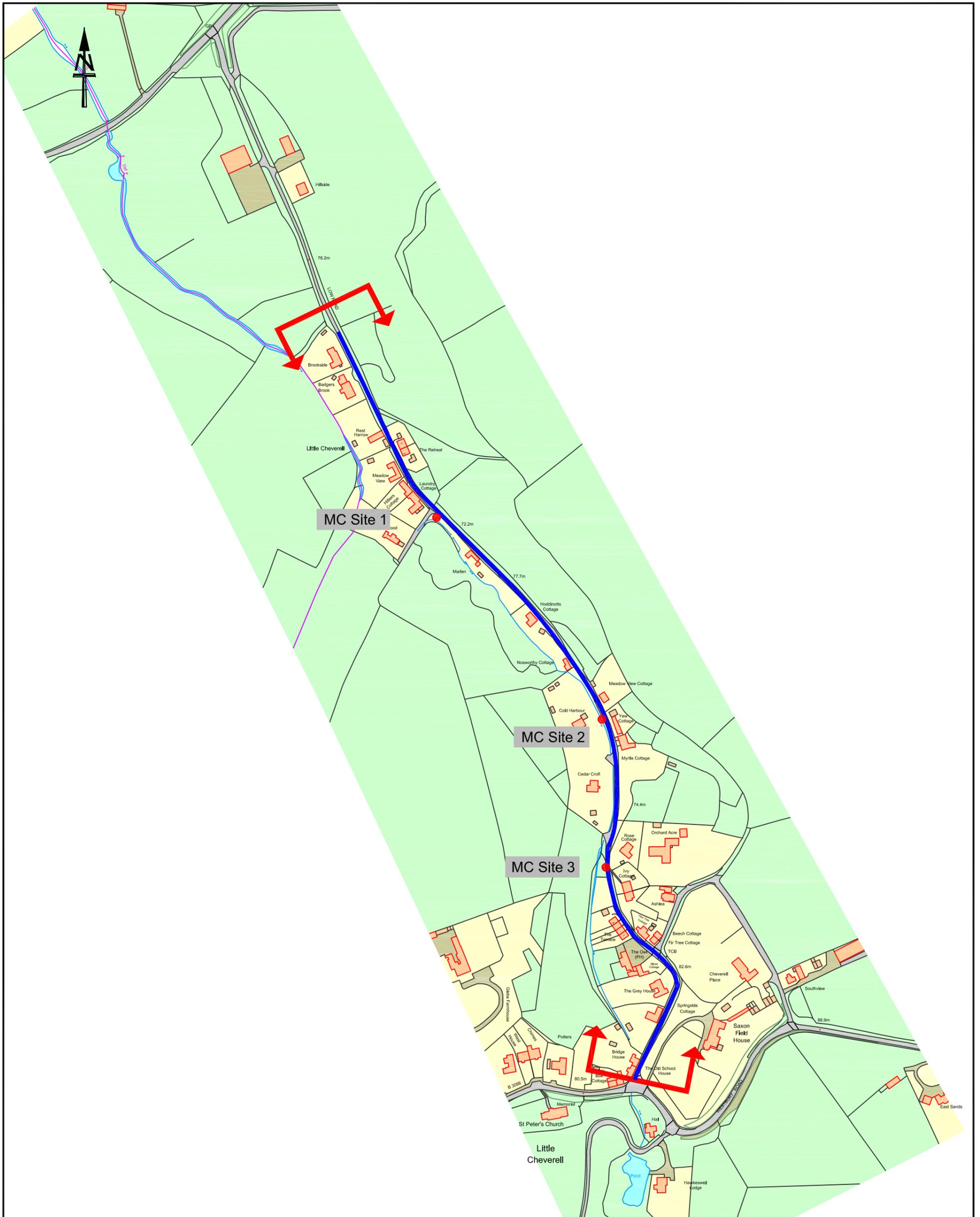
5.0 Recommendation

Results have shown that mean average traffic speeds within Little Cheverell are well within the guidance threshold of 24mph.

Based on the analysis of the speed and collision data for the area and comparing these results with Wiltshire Council Policy on implementing 20mph speed limits and zones, it is recommended that the location be considered for a 20mph speed limit.

It is estimated the costs to implement this scheme would be in the region of £4000. It should be noted this is the expected cost required from the Community Area Transport Group which includes the development, legal costs and implementation.

6.0 Appendix 1



NOTES:

-  Extent of investigation
-  Metro Count survey location
-  Existing 30mph restriction

Wiltshire Council
 Where everybody matters
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) 2017

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O	24/04/17	GTR	DMT	DMT	ORIGINAL
REV	DATE	DRAWN	CHECK	APPRV	DESCRIPTION
DRAWING PURPOSE:					
ISSUE					

PROJECT:			
20MPH SPEED LIMIT ASSESSMENT LOW ROAD			
DRAWING TITLE:			
APPENDIX 1			
SCALES:	NOT TO SCALE	SHEET SIZE:	A3
DRAWING No.	2016-189 LCHE GTR D002	REVISION:	
FILE REF:	LT/ENGI/AB/DEVI/2016-189		

Devizes CATGFINANCIAL SUMMARY**BUDGET 2017-18**

	£15,751.00	CATG ALLOCATION 2017-18
	£14,120.90	2016-17 Carry forward
Contributions		
Devizes Town Council	£1,000.00	Avon Terrace 20mph
Roundway PC	£1,000.00	Windsor Drive Crossing (from last year)
Bromham PC	£250.00	Mintys Top DK
Etchilhampton PC		Sign (Subject to Confirmation) £75 17/18
Total Budget 2017-18	£32,121.90	
Commitments from 2016-17		
Little Cheverell Low Road 20mph implementation xxxx xxxx	£2,500.00	Actual
Commitments from 2016-17		
A342 Andover Road - Signs (Grist Group)	£0.00	Costs to be recovered by 3rd Party
Market Lavington 20mph Speed Limit	£4,558.76	Order Value
Avon Terrace Speed Limit	£4,000.00	Estimate
Etchilhampton - Playground Warning Signs	£300.00	Estimate (Subject to Confirmation)
Bromham Mintys Top - Dropped Kerb	£804.70	Order Value
New Schemes / Schemes On hold / In Development		
Roundway - Brickley Lane Traffic Calming removal	£0.00	
All Cannings - Village Gates	£0.00	
A360 Potterne to Devizes Footway	£4,000.00	
Town Centre Car Park Signing	£0.00	
Expenditure	£16,163.46	
Remaining	£15,958.44	

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