

# Marlborough Town Council

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23 July 2024

Dear Councillor

## Planning Committee

You are summoned to a meeting of the **Planning Committee** to be held in the **Court Room, Marlborough Town Hall** on **Monday, 29 July 2024** at **7pm**.

Yours sincerely

*Richard Spencer-Williams*

Richard Spencer-Williams, PSLCC

**Town Clerk**

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If members of the public wish to attend and ask a question they should notify the Town Clerk of this by noon on the Friday prior to the meeting and provide their question in writing at the same time.

If members of the public wish to ask a question, but not attend, they can provide the question in writing to the Town Clerk by noon on the day of the meeting, and a written response will be provided.

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## PUBLIC QUESTION TIME

In accordance with Standing Order 3(f), members of the public may ask questions of the Planning Committee. The time allocated for this should not exceed 10 minutes and be limited to 1 question per person unless directed otherwise by the Chair. A full response may not be possible without further research, and the Chair may direct that a written or oral response be given.

## AGENDA

- 1. Apologies**
- 2. Declaration(s) of Interest**  
To receive declarations of interest and consider any requests for dispensation
- 3. Chair's Announcements**
- 4. Minutes**  
To confirm the minutes of the meeting held 15 July 2024
- 5. Action Log**  
To receive an update on the action log
- 6. Planning Decision Notices**  
To note the Planning Decision Notices issued by Wiltshire Council
- 7. Planning Applications**  
To consider applications received from Wiltshire Council
- 8. Works to Trees**  
To consider applications received from Wiltshire Council
- 9. Marlborough 20MPH Report**  
To note the report issued by Wiltshire Council
- 10. Wiltshire Council Consultation**  
To note an update about a consultation regarding extending the 40MPH limit at A4 Bath Road
- 11. Speed Indicator Devices**  
To note the most recent data reports and consider location plan
- 12. Town Centre Working Party**  
To receive a verbal update

## Marlborough Town Council



### Planning Committee

Minutes of a meeting of the Planning Committee held Monday, 15 July 2024  
in the Court Room, Marlborough Town Hall at 7pm

<b>PRESENT</b>	Councillor James Sheppard	Chair
	Councillor Andrew Ross	
	Councillor Mervyn Hall	Vice Chair
	Councillor Mark Cooper	
	Councillor Mark Luson	
	Councillor Emily Trow	
	Councillor Bethany Kohrt	
	Councillor Caroline Sadler	
	Richard Spencer-Williams	Town Clerk
	Dawn Whitehall	Corporate Services Officer
<b>ALSO</b>		
<b>PRESENT</b>	Neil Goodwin	Marlborough.News

#### PUBLIC QUESTION TIME

There were no members of the public present.

#### 108/24 APOLOGIES

Apologies for absence were received from **Councillors Fogg, Farrell, Davies, Thomas, Shantry, O'Brien** and the **Town Mayor, Councillor Kym-Marie Cleasby**

#### 109/24 DECLARATIONS OF INTEREST

**Councillor Ross** – agenda item 7(a) – Planning Application – non-pecuniary.  
**Councillor Trow** – agenda items 7(f) and (g) – Planning Applications – non-pecuniary.  
**Councillor Sadler** – agenda item 7(j) – Planning Application – non-pecuniary.

#### 110/24 CHAIR'S ANNOUNCEMENTS

A consultee notice about a planning application was received too late to add to this agenda; it contains amended/additional information for PL/2024/04757: Land adjacent to Little Thatch, Stonebridge Lane, Marlborough, and would be decided before the next Planning meeting. Marlborough Town Council previously objected to this application. Should members wish to view it and comment individually they could do so.

**111/24 MINUTES**

**RESOLVED:** that the minutes of the meeting held 10 June 2024 were approved as a true record and signed by the Chair

**112/24 ACTION LOG**

Members noted the updated action log. Verbal updates included:

#1: Traffic Survey. The final report had not yet been received.

#229: extended 40MPH zone, Bath Road, Manton: Wiltshire Council had clarified that the speed limit would be extended by 52M to just short of the parish boundary. The **Chair** referred to the Area Board Local Highway and Footway Improvements Group (LHFIG) meeting where it had been noted the new location is alongside a bollard in the middle of the carriageway which will narrow the road at the start of the 40MPH limit making it very easy to see; this was quite a distance from Downs Lane. A concern was that if there were many objections it would need to go through consultation, putting the wider traffic calming scheme back a large amount of time. He was therefore very keen that the reasoning behind the new location should be clearly explained.

**113/24 PLANNING DECISION NOTICES**

Members noted the planning decisions that had been issued by Wiltshire Council.

**114/24 PLANNING APPLICATIONS**

*Councillor Ross did not comment on the following application and did not vote*

a) **PL/2024/03859** – Construction of a timber “Roundhouse” for wildlife observation and a polytunnel for educational horticulture at St Marys C of E Primary School, George Lane, Marlborough for Mrs Karen Giddings

**RESOLVED:** that Marlborough Town Council welcomes this application as a very fine addition to the facilities at the school

b) **PL/2024/04464** - Installation of Air Source Heat Pumps, Replacement Double Glazed Windows, Replacement Insulated Doors and Ventilation at Properties within Rabley Wood View, Marlborough for Mr Adam Masters, Stonewater Limited  
Members were pleased to see the investment in energy saving measures and

**RESOLVED:** that Marlborough Town Council has no objection to this application

c) **PL/2024/05454** – Construct a small single storey building providing separate female and male toilet areas and a cleaner’s store at Athletics Track Pavilion, Marlborough College, Bath Road, Marlborough for Mr Geraint Morgan

**RESOLVED:** that Marlborough Town Council has no objection to this application

d) **PL/2024/04666** – To rebuild a retaining wall within the curtilage of a listed building at 10 The Green, Marlborough for Mr David Ingram, Marlborough District Housing Association

**RESOLVED:** that Marlborough Town Council has no objection to this application

- e) **PL/2024/05149** – Enlargement of opening between living room and kitchen forming a new opening between two rooms in basement. Demolition of stud wall and chimney breast on first floor at 30 St Martins, Marlborough for Catherine Paterson, Anne Swift Architect  
**RESOLVED:** that Marlborough Town Council has no objection to this application

*Councillor Trow took no part in the discussion for the following two items and abstained from voting*

- f) **PL/2024/05390** – Single storey rear extension, window replacement, brick repair, internal alterations and minor external works at 33 Herd Street, Marlborough for J Flippence

Members noted comments from David Shaw and

**RESOLVED:** that Marlborough Town Council has no objection to this application subject to the Conservation Officer's approval and a condition that access to neighbouring properties is maintained at all times

- g) **PL/2024/05057** - Single storey rear extension, window replacement, brick repair, internal alterations and minor external works at 33 Herd Street, Marlborough for J Flippence

**RESOLVED:** that Marlborough Town Council has no objection to this application subject to the Conservation Officer's approval and a condition that access to neighbouring properties is maintained at all times

- h) **PL/2024/05745** – Proposed orangery on the footprint of previous collapsed building at Caroline House, 23 St Martins, Marlborough for Mr Philip Mickelborough

**RESOLVED:** that Marlborough Town Council has no objection to this application

- i) **PL/2024/05423** - Proposed orangery on the footprint of previous collapsed building at Caroline House, 23 St Martins, Marlborough for Mr Philip Mickelborough

**RESOLVED:** that Marlborough Town Council has no objection to this application

*Councillor Sadler took no part in the discussion for the following item and abstained from voting*

- j) **PL/2024/05478** – Single storey rear extension replacing conservatory at 8 Baywater, Marlborough for Mr & Mrs Christine Mercer

**RESOLVED:** that Marlborough Town Council has no objection to this application

## 115/24

### WORKS TO TREES

- a) **PL/2024/05961** – Reduce Yew tree (T1) back to the boundary line (approx. 1.5M) to remove overhang over the outside area that is continually being covered in bird faeces at Holly Court House, Kingsbury Street, Marlborough for Archie Harris

**RESOLVED:** that Marlborough Town Council has no objection to this application

- b) **PL/2024/05414** – T2 Conifer – cut back to boundary around 0.5-1m coming off. T3 Handkerchief Tree – Tree (*Davidia Involucrata*) to remove to ground level. T4 Hazel – remove to ground level. T5 Purple Plum – no work required at Holly Court House,

Kingsbury Street, Marlborough for Archie Harris

Members noted the felling of two trees and

**RESOLVED:** that Marlborough Town Council has no objection to this application subject to the satisfaction of Wiltshire Council's Tree Officer

**116/24 PLANNING APPEAL**

Members noted that the Inspector had allowed an appeal against refusal of PL/2023/03811, a retrospective application to install an electric sliding fence across the drive, and to replace a wooden fence along the front of the property and also a post and wire fence around part of the garden overlooking the junction between the Bath Road and Golding Avenue at Upcott Cottage, Bath Road, Marlborough. The **Chair** had been disappointed to note para. 15 of the report which stated the gate was open at the time of the site visit, and questioned whether this had allowed the inspector to take a proper view in light of Wiltshire Council's refusal included comment about the effect on the area when the gate was closed.

**117/24 BRIEFING NOTE ON HOUSING LAND SUPPLY AND HOUSING DELIVERY TEST**

Members noted Briefing Note 24-13.

The discussion included the impact of changing legislation on the land supply and housing delivery test; the implications for Wiltshire Council when challenging applications for large schemes that it considered inappropriate (e.g. on flood plains), and that schemes where developers had gained permission but not started work ("land banking") would not be counted in the land supply figures, and whether this part of the National Planning Policy Framework (NPPF) required review.

**118/24 HIGHWAY AND FOOTWAY IMPROVEMENTS**

**RESOLVED:** that Marlborough Town Council supports a proposed scheme to provide additional free short-stay High Street parking places, with the Town Council contributing £750 (25% of the total cost of £3,000)

**ACTION:** Town Clerk to raise questions about dropped kerbs and the impact of the scheme on accessibility, and to ask that the scheme ensures there will be access for people with mobility needs

**119/24 PARKING AND WAITING RESTRICTIONS AND INTRODUCTION OF RESIDENTS PARKING**

Members noted that on 24 June 2024 Councillor Nick Holder, the Wiltshire Council Cabinet Member for Highways, Street Scene and Flooding, issued a decision to come into force on 2 July that the proposals be implemented as advertised and the objectors be advised accordingly, thus allowing the introduction of a residents parking scheme at Kennet Place.

**120/24 SPEED INDICATOR DEVICES (SIDs)**

Members noted the most recent data downloaded from the SIDs at George Lane and Herd Street. They discussed the high speeds that had been recorded, and asked whether the times of these occurrences could be clarified. Members felt that changing the speed limits would have little impact if drivers were prepared to drive at

up to 93MPH in a 30MPH zone, and asked whether Wiltshire Police could conduct speed checks in these locations around the same time as the high speeds had been recorded. There was particular concern about outgoing traffic on Herd Street approaching blind junctions, and the risk of a high-speed accident.

ACTION: highlight occurrences of maximum speeds to Wiltshire Police

#### **121/24 TOWN CENTRE WORKING PARTY**

The working party had met the previous week. Topics covered included preparing a brief for a community consultation as agreed at Full Council on 24 June (**Min. No. 85/24**) and High Street lighting.

#### **122/24 TEMPORARY ROAD CLOSURES**

Members noted Temporary Road Closure Orders issued by Wiltshire Council:

- a) TTRO 9656: **Back Lane** (part) from its junction with Cross Lane to its junction with Hyde Lane between 9 July and 2 August to enable Gigaclear Limited to carry out installation of chambers, duct and toby boxes for Gigaclear fibre optic network
- b) TTRO 9636: **C6 (part), Ramsbury** from its junction with C190 for a distance of approximately 740m in a south westerly direction on 9 August between 09:30 and 15:30 to enable Openreach to carry out safe access to carriageway boxes to restore service for customers
- c) TTRO 9666: **A346 (part), Burbage** from outside property known as Wharf Cottage for a distance of approximately 150m in a southerly direction on 19 August between 22:00 and 07:00 to enable Network Rail Infrastructure Ltd to carry out detailed examination of railway bridge
- d) TTRO 9687: **Footpath 11**, from its junction with Back Lane for its entire length from 2 to 4 September to enable Pipeline Logistics to carry out installation of 2 x 32mm underground clean water pipes and associated works
- e) TTRO 9684: **A4 (part), Avebury, West Overton, Fyfield, Preshute and Marlborough** from 6 to 13 September between 19:00 and 06:00 to enable Wiltshire Council to carry out carriageway resurfacing work and associated maintenance works

**Councillor Luson** referred to (c) above, noting the damage to the bridge on the A346 caused by a lorry entering the canal and asked whether, given the death of a child in recent years as well as other incidents involving HGVs, there was an opportunity to reopen discussions about the suitability of this route for HGV traffic. The **Chair** explained that Wiltshire Council had no power to reclassify the A346, designated by Highways England as a major north/south route. Proposed dualling further along the road would only encourage more HGV traffic. He encouraged members to lobby their local MP as action could only be taken at a government level.

The meeting closed at 7.47 pm

## ITEM 5

## ACTION LOG

#	Description	Min No	Assigned to	Status	Meeting Date	Notes
1	Traffic survey - gain support from Wiltshire Council	213/21	Town Clerk and Councillor Hall/ Wiltshire Councillors	In progress	4 October 2021	<p>Pending outcome of Area Board 12.10.21. 15/11/2021: 278/21: Officers have agreed to provide an introduction to Atkins.</p> <p>10.01.22: discussed at a meeting with Wiltshire Councillors. Cllr. Davies to chase the Officer (Dave Thomas)</p> <p>07.02.22: a meeting date arranged for 17 Feb at 3pm</p> <p>21.02.22: positive meeting. get a brief from WC to provide a costed proposal to do a survey – will be data collection. Data will allow modelling e.g. look at junctions etc to improve traffic flow. Cost £5-10K? Will be via cameras at 5 or 6 roads into town, facing different directions</p> <p>15.08.22: Cost amended to £40-45K, WC pay perhaps £15K. If so, are we committed to Atkins? Will WC acknowledge others? CT to follow up</p> <p>05.09.22: CT has followed up</p> <p>13.09.22: response circulated by email - possible, additional cost, tender process would determine best price</p> <p>26.09.22: LHFIG recommendation is to make a substantive bid for funding. 17.10.22: Councillor Thomas questioned whether a comment in Min. 161/22 related to LHFIG advice about a traffic survey was correct. 28 11 22 Traffic Survey to be considered in 2023 24 budget. 12 12 22 Budget agreed.</p> <p>20.03.23 BoA confirmed to move forward in parallel. 25 8 23 WC contacted MTC to inform that cost of traffic modelling has increased by £10,029. On FC agenda 11 9 23 to re-agree budget addition of £6017. 12.9.23 FC agreed additional funds on 11 9 23. Cllr CT negotiating with WC.</p> <p>22 9 23 Cllr CT confirmed cost now agreed as £49k, with cost to MTC of £32,666.</p> <p>Initial Project meeting held 22 11 23, Cllr ET, MH and RSW attended on behalf of MTC</p> <p>8.1.24: Modelling in progress. Report expected after 21 February</p> <p>26.2.24 TC to check final cost of the survey</p> <p>25.4.24 Project Group met on 17 4 24 and were presented possible modelling scenarios. Feedback was received by Atkins who will present option/s at next traffic modelling project meeting is on 22 5 24</p> <p><b>10.6.24 Modelling concluded. Report expected early July</b></p>

#	Description	Min No	Assigned to	Status	Meeting Date	Notes
5	To ask the originator of the High Street crossing petition (Mrs Vera Hamblin) for views on the current CATG proposals, and to seek a meeting with a Highways Engineer to clarify the options available, to be reviewed at the next meeting		Town Clerk	In Progress	31 August 2021	<p>Town Clerk spoke to Mrs Hamblin on 25.10.21. Mrs Hamblin's view was that what was needed was a 'proper' crossing that suitably assisted those in particular with 'vulnerabilities' such as impaired vision or mobility to safely cross the large and busy High Street. A 'soft' crossing scheme as proposed she felt was inadequate for the needs of many of Marlborough residents. On 1.11.21 Cllrs Hall, Thomas, Sheppard, &amp; Town Clerk met WC Highways engineer, Martin Cook to discuss ideas/options. MR undertook to see what scheme could be devised to cross High St near where Waitrose is located.</p> <p>10.01.22: Cllr Thomas submitted CATG request to MTC on 14.3.22. MTC support - CATG request forwarded to WC on 15.3.22.</p> <p>06 06 2022: Mrs Hamblin indicated that she was now more willing to accept any location rather than no crossing at all. Request with LHFIG but likely to be subject to a substantive bid once assessed by an engineer. WC Highways engineer to do plan and costing. 28 11 22 Discussed at LHFIG on 24 11 22 - WC Highways to do feasibility plan and costing in readiness for 2023 24 substantive bid in June/July 2023( if feasible). 14.2.23 Plan received from WC Highways on 14.2.23, on agenda 27.2.23 for MTC Planning Committee consideration.</p> <p><b>27.2.23 Scheme deemed not appropriate/suitable by Planning Committee; referred to Town centre Working Party; LHFIG advised.</b></p>

#	Description	Min No	Assigned to	Status	Meeting Date	Notes
7	To put the Manton 5-point traffic calming scheme forward for a Substantive Highways Grant		Town Clerk	In Progress	31 August 2021	<p>WC Highways emailed on 1.9.21 with proposal/application requesting advice on feasibility; awaiting response, CATG acknowledge would suit substantive scheme, Scheme needs more work re; costing to prepare for next bid fund. CATG agreed on 3.3.22 to proceed with some actions and retain crossing as larger part of scheme. Manton Residents Association contacted on 9.3.22 to invite to be part of project group. Confirmed wanted to be a part of group on 10.3.22. Confirmed with WC Highways on 10.3.22. Meeting date set for 20.5.22.</p> <p>06.06.22: split into 2 phases - first, calming (road markings etc) plus a survey, £5K + £1.5K. MTC agreed to meet 20%-25% of cost in principle pending detailed report. Second phase more expensive - gates, islands etc.. Awaiting phase 1 plan and costing, and phase 2 plan from WC Highways. 28 11 22 Planning Committee to consider initial Phase 1 and Phase 2 funding contributions on 5 12 22</p> <p>6 12 22 Funding contributions agreed by Planning Committee; email confirmation sent to WC Highways on 7 12 22. 2 3 23 LHFIG advised topographic survey undertaken. 15 5 23 WC Highways aim to plan traffic island aspect of scheme for July 2023 in readiness for substantial funding bid.</p> <p>2 8 23 Town Clerk emailed WC Highways engineer to confirm MTC £6k commitment to project. Traffic island submitted as substantive bid to WC; await outcome. <b>The substantial bid has been approved - as advised by Cllr Thomas at MTC Planning Committee 20 5 24</b></p>
76	CATG: raise highways improvement request seeking safety measures at Frees Avenue	431/21	Town Clerk	In progress	14 March 2022	<p>20.3.23 agreed to share 25% cost with neighbouring parishes to move speed limit to Rockley. 15 3 23 Agreed at LHFIG on 11 3 23 for MTC to pay two thirds costs of £750.23 3 23 Speed Limit referred back to Planning Committee at request of LHFIG for re-consideration of contribution to cost of Rockley location or speed limit (re Preshute contributing). 24 11 23 Proposed new speed limit out for consultation. 19.12.23 Email Received from WC: notifying that the consultation on the 40MPH speed limit has ended. As objections were received for the same, details of all letters of objection or support will be considered in a report placed before the Cabinet Member for Transport, Waste, Street Scene and Flooding. WC will contact us again when a decision has been made regarding this proposal. <b>WC Highways to advise 40mph limit to be moved just past 'cemetery sign' following consideration of the matter at the LHFIG meeting 2 5 24.</b></p>

#	Description	Min No	Assigned to	Status	Meeting Date	Notes
89	Safe Crossing Point: Port Hill to The Common.	256/20	Town Clerk	In Progress	2 November 2020	<p>02.11.2020: Written motion presented by Cllr Farrell to support petition presented by Hannah Cartwright. RESOLVED That the Town Council supports this request for a safer crossing point, whether a pedestrian crossing, reduction in the speed limit or by other means. It needs a full and urgent review through CATG and Highways officers. Also, to request a pedestrian count and to seek alternative Wiltshire Council funding options to conduct a whole town transport strategy.</p> <p>Planning Cttee, 15.08.22: TC update - traffic survey had been in wrong location for Police to start risk assessment/enforcement. Too dangerous for Community Speed Watch. Town Clerk in discussions with WC to find way forward. 16 8 22 Cllr CT emailed Police to ask for advice and assistance in progressing this issue.</p> <p>19 8 22 - WC emailed Town Clerk to state traffic survey was done in the best possible location given constraints, and that they had planned meeting to look at how best to collaborate with Police in these situations. 19.8.22 Town Clerk emailed WC to ask for how they would advise to proceed given there is a known speeding issue at this location?</p> <p>05.09.22: JS escalated to PCC/Wilts Police/Wilts Council.28 11 22 Post to be installed by MTC for use of SID on green/ junction with Port Hill/Herd St.</p> <p>7 12 22 MTC reviewed SID guidance, due to distance between proposed location for pole and speed limit post cannot be installed for SID use. 31 3 23 SID guidelines being revisited to reassess if can install pole. RSW re-stated to Police the need for enforcement.</p> <p>15 3 23 Enforcement action taken by Police February &amp; March 2023; no evidence for speeding.</p> <p>12.6.23: Cllr Thomas to follow up with WP. Town Clerk re-requested enforcement action at Police Tasking meeting 20 7 23.</p> <p>LHFIG request for 40mph speed limit buffer-zone and traffic calming on agenda for 13 11 23; referred by TCWP - supported by MTC 13 11 23 for referral to LHFIG.</p> <p><b>Considered by LHFIG on 25.1.24 – Highways Engineer to check whether 40MPH buffer zone is feasible</b></p>

#	Description	Min No	Assigned to	Status	Meeting Date	Notes
123	Resident Parking Kennet Place		Town Clerk	In Progress	5 December 2022	<p>8 12 22 WC has confirmed request has to go to LHFIG.</p> <p>8 12 22 Application sent to WC on 2 3 23 LYFIG did not support request.</p> <p>30 5 23 LHFIG supported resubmission on 11 5 23. 2 8 23 Town Clerk emailed WC Highways to confirm revised proposal as agreed on 24 7 23.</p> <p>WC confirmed proposal and that it will be acceptable to include weekends as suggested within the restricted parking period for the public.</p> <p>Restricted parking times out for consultation – on 5 February 2024 MTC resolved to support the application</p> <p>27 2 24 WC Traffic Order Team contacted MTC to inform us that the consultation has now ended, and ss objections were received details of all letters of objection or support will be considered in a report placed before the Cabinet Member for Transport, Street Scene &amp; Flooding. WC have undertaken to contact MTC again when a decision has been made regarding this proposal.</p> <p><b>Request has been approved by WC Cabinet Member for Highways</b></p>
143	20 MPH Speed Limit review - LHFIG request		Town Clerk	In Progress	6 February 2023	<p>LHFIG request sent 7 2 23. LHFIG supported request on 11 3 23. MTC to provide additional street names for adding to review.</p> <p>30 5 23 MTC WP to meet 8 6 23 to review.</p> <p>13 6 23 WC Highways emailed with preferred review locations; 1. London Road – section from Elcot Lane junction to the double mini roundabout 2. Salisbury Road – Tesco roundabout to the double mini roundabout 3. George Lane – end to end 4. Pewsey Road – St Peter’s roundabout to junction with George Lane 5. Bridewell St – St Peter’ roundabout to junction with College Fields 6. Herd St – Junction St Martins to junction with The Common 7. The Common – junction Herd St to Kingsbury St. 8. Port Hill – junction The Common/Herd St to 50 yards past Golf Club entrance Plus, existing; Kingsbury St, Oxford St, St Martins, High St, New Rd.</p> <p>4 7 23 WC Highways emailed adding request for Hyde Lane/Cross Lane/Back Lane/St Johns Close</p> <p><b>22.7.24 Report received. See agenda item nine</b></p>
145	Liaise to schedule a discussion about a High Street crossing scheme at future TCWP meeting	260/22	Cllr Davies & Town Clerk	In Progress	27 February 2023	<b>TCWP - matter to be fed into process for future agendas.</b>

#	Description	Min No	Assigned to	Status	Meeting Date	Notes
151	Community Speed Watch	359/22	Town Clerk	In Progress	24 April 2023	15 3 23 Town Council to facilitate the creation of local CSW teams and provide publicity to call for people to take part; 12.6.23 Volunteers being recruited <b>25 9 23 Cllr Trow expressed interest in becoming involved</b>
184	Submit LHFIG application re: High St short stay parking and loading bay	228/23	Town Clerk	In Progress	25 September 2023	<b>Councillor Sheppard to discuss a joint approach to cleaning graffiti with Wiltshire Council</b>
219	Write to Specsavers and Space NK to ask that illuminated advertisement signs are turned off at night as they disturb residents	PQT	Town Clerk	In progress	18 March 2024	<b>8.4.24 - referred to TCWP to investigate wider implications of High Street lighting to make a recommendation to the Committee</b>
230	Investigate whether there is a suitable SID location in 40MPH zone at A4 Manton	56/24	Town Clerk		10 June 2024	<b>15 6 24 Deputy Town Clerk to investigate.</b>

To note Planning Decision Notices issued by Wiltshire Council between 8 and 21 July 2024, and one decision issued by the Planning Inspectorate:

**a) COM/3337725 – Marlborough Common**

The extension of the Marlborough Rugby Club building. The proposed extension will be recessed from the original building by 100mm and measure approximately 9m<sup>2</sup> in floor space. Temporary Heras fencing for the duration of the construction measuring approximately 10m long.

**Planning Inspectorate:** Consent is granted **MTC:** Marlborough Town Council supports the application to improve amenities for local people (5 February 2024, Min. No. 437/24)  
See Appendix 1 for the decision document

**b) PL/2024/03286 – Marlborough Rugby Club, Frees Avenue, Marlborough**

Installation of 1 no. low level fixture/information boards and hanging of temporary advertising boards

**Decision:** Approve with conditions **MTC:** No objection

**c) PL/2024/05099 – Marlborough College, Bath Road, Marlborough**

(1) – Willow tree – reduce crown by 25%

**Decision:** No objection **MTC:** Not considered

**d) PL/2024/05414 – Holly Court House, Kingsbury Street, Marlborough**

T2 Conifer – cut back to boundary around 0.5-1m coming off. T3 Handkerchief Tree – Tree (Davidia Involucrata) to remove to ground level. T4 Hazel – Remove to ground level. T5 Purple Plum – No work required

**Decision:** No objection **MTC:** No objection subject to the satisfaction of Wiltshire Council's Tree Officer

**e) PL/2024/05454 – Athletics Track Pavilion, Marlborough College, Bath Road, Marlborough**  
Construct a small single storey building providing separate female and male toilet areas and a cleaner's store

**Decision:** Approve with conditions **MTC:** No objection

**f) PL/2024/06559 – 14 Blowhorn Street, Marlborough**

Apple tree – uplifted (remove)

**Decision:** The Tree is classified as Dead and Dangerous (DD). The tree can be removed under the Town and Country Planning (Tree Preservation) (England) Regulations 2012. This allows the removal of any protected tree, which is dead or imminently dangerous, without the need to make a formal Tree Work Application to the Council **MTC:** Not considered

To consider Planning Applications received from Wiltshire Council. Councillors and members of the public should contact the Town Clerk by midday on 29 July if they feel any of the following applications need full discussion at the meeting.

- a) [PL/2023/10490](#) – Full planning permission: *Amended Plans/Additional Information*  
Demolition of all buildings on the site and erection of 13 dwellings, a new office building and associated works at Elm Tree Motor Company, Pelhams Court, Marlborough for Mark Lovelace Ltd
- b) [PL/2024/04586](#) – Full planning permission  
Replacement windows within church and church hall at Christchurch Methodist Church, New Road, Marlborough for Mr Bruce Evans, Emmanuel Church Marlborough
- c) [PL/2024/06118](#) – Full planning permission  
Internal alterations and refurbishment, alterations to the rear pedestrian access arrangements to facilitate a new dedicated entrance lobby and level access which shall involve the relocation of existing windows and doors. Erection of new lightweight canopy adjacent to new rear lobby area, partial removal of existing low level wall and installation of a new external wheelchair ramp, repairs to existing external paving sets and replacement and proposed block paving to differentiate the existing pedestrian crossing point to the rear of the building and minor refurbishment works to the existing car park area at Castle and Ball, High Street, Marlborough for Greene King
- d) [PL/2024/05380](#) – Works to a listed building  
Internal alterations and refurbishment, alterations to the rear pedestrian access arrangements to facilitate a new dedicated entrance lobby and level access which shall involve the relocation of existing windows and doors at Castle and Ball, High Street, Marlborough for Greene King
- e) [PL/2024/06120](#) – Listed building consent (Alt/Ext)  
Internal alterations – Front chimney breast to be removed from front room up to ceiling level. Brick hearth to be replaced with concrete hearth. Kitchen to be relocated to front room, new units to be installed. New utility room to be installed in rear room. New waste pipe to be installed under existing floor at Dome House, 118 London Road, Marlborough for Ms Jules Ward
- f) [PL/2024/06433](#) – Removal/variation of conditions  
Variation of condition 2 (approved plans) on [PL/2024/02293](#) to allow for design changes at Wakefield House, Cardigan Road, Marlborough for Mr & Mrs Burn

To consider applications received from Wiltshire Council. Councillors and members of the public should contact the Town Clerk by midday on 29 July if they believe any of these applications require full discussion at the meeting.

a) [PL/2024/06488](#) – Consent under tree preservation orders

TPO ref: 2016/00014/IND Tree ID: Species: Beech Height (m): 15-20 Work: Prune branches away from building to achieve a clearance of 2.5m. TPO ref: 2016/00014/IND Tree ID: T2 Species: Beech Height (m): 15-20 Work: Prune branches away from building to achieve a clearance of 2.5m. TPO ref: E/24 Group ID: G1 Species: Mixed (Lime, sycamore) Height (m): 20-25+ Work: Crown raise to 3m from ground level, remove epicormic/basal growth up to 3m from ground level. TPO ref: E/24 Tree ID: T3 Species: Lime Height: 20-25 Work: Remove deadwood over 50mm diameter at Beechwood, Bath Road, Marlborough for Mr Mitch Higginson

b) [PL/2024/06410](#) – Notification of proposed works to trees in a conservation area

Field Maple tree – fell at Preshute Primary School, High Street, Manton for Mrs Browning, Preshute CE VC Primary School

To note the report issued by Wiltshire Council in response to a request to extend the 20MPH zone.

## Background

On 6 February 2023 (*Min. No. 283/22*) the Planning Committee **RESOLVED:** that Marlborough Town Council supports a request to assess whether the 20mph speed restriction area could be widened, and to reassess whether George Lane is now eligible.

A request to extend parts of the existing 20mph Speed Limit in Marlborough Town Centre was raised by Marlborough Town Council and discussed at Marlborough Local Highway and Footway Improvement Group (LHFIG) and subsequently prioritised for assessment in July 2023.

## Considerations

It should be noted a separate Traffic Study is currently being undertaken by AtkinsRéalis following concerns raised relating to the perception of increased traffic in Marlborough Town Centre and is investigating whether the town's road network is able to accommodate increased amounts of traffic growth. AtkinsRéalis are producing a base model (from data collected in 2023) and a forecast model for 2041, based on the perceived changes to the network and vehicle fleet. A copy of the final Traffic Study will be made available upon completion.

## Summary

The final report (see Appendix 2) details all of the roads assessed and explains whether or not they were considered suitable for 20MPH speed limits.

The roads assessed as suitable for inclusion in the 20MPH zone are:

- Hyde Lane
- Back Lane
- Cross Lane
- Cardigan Road
- St Johns Close

It is estimated that the cost to implement the scheme in Marlborough Town Centre would be in the region of £12,500 to include development, legal fees and installation.

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## Recommendation

Members are asked to consider the recommendations in the report and associated costs and instruct the Town Clerk accordingly.

**Town Clerk 08.07.2024**

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## ITEM 10 40MPH SPEED LIMIT CONSULTATION

To note an update about a Wiltshire Council consultation about extending the 40MPH speed limit at A4 Bath Road, Manton, Marlborough

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### Current Status

On 9 July an Officer from the Traffic Order Team at Wiltshire Council wrote to the Town Council as follows:

“THE COUNTY OF WILTSHIRE (A4 BATH ROAD, MANTON, MARLBOROUGH) (40MPH SPEED LIMIT) ORDER 2024

Further to previous correspondence regarding the above proposals I can confirm that the consultation has now ended. As objections were received for the same, details of all letters of objection or support will be considered in a report placed before the Cabinet Member for Highways Street Scene and Flooding.

I will contact you again when a decision has been made regarding this proposal.”

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### Recommendation

Members are asked to note the update.

**Town Clerk 11 07 2024**

## ITEM 11

## SPEED INDICATOR DEVICES (SID)

To note the most recent data downloaded from the Town Council's SID at Poulton Hill between 10-23 July.

Appendix 3

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### SID Locations

There is a SID permanently situated at Herd Street. A second SID is deployed on rotation to:

- Bath Road
- Chopping Knife Lane
- George Lane
- Kingsbury Street
- London Road (2 locations)
- Poulton Hill

The next rotation will be to Bath Road.

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### Recommendation

Members are asked to note the data report and consider whether any changes are required to the SID location/rotation plan.

**Deputy Town Clerk 10 06 2024**

## ITEM 12

## TOWN CENTRE WORKING PARTY

To receive a verbal update.

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# Application Decision

by Harry Wood

Appointed by the Secretary of State for Environment, Food and Rural Affairs

Decision date: 19 July 2024

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**Application Ref: COM/3337725**

**Marlborough Common, Marlborough, SN8 1DL**

Register Unit Number: CL 62

Commons Registration Authority: Wiltshire Council

- The application, dated 25 January 2024, is made under Section 38 of the Commons Act 2006 (the 2006 Act) for consent to carry out restricted works on common land.
  - The application is made by Marlborough Rugby Football Club.
  - The works comprise:
    - i) The extension of the existing club building. The proposed extension will be recessed from the original building by 100mm and measure approximately 9m<sup>2</sup> in floor space.
    - ii) Temporary Heras fencing for the duration of the construction measuring approximately 10m long.
- 

## Decision

1. Consent is granted for the works in accordance with the application dated 25 January 2024 and the plans submitted with it subject to the following conditions:
  - i. the works shall begin no later than three years from the date of this decision;  
REASON: To provide certainty to users of Marlborough Common.
  - ii. the land shall be fully reinstated within one month from the completion of the works.  
REASON: To retain access for commoners, public and livestock across Marlborough Common.
2. For the purposes of identification only the extension is shown in red on figure 1 and the location of the club building is shown on figure 2.

## Preliminary Matters

3. I have had regard to Defra's Common Land Consents Policy Guidance (November 2015) in determining this application under section 38, which has been published for the guidance of both the Planning Inspectorate and applicants. However, every application will be considered on its merits and a determination will depart from the guidance if it appears appropriate to do so. In such cases, the decision will explain why it has departed from the guidance.
4. This application has been determined solely on the basis of written evidence. I have taken account of the representations made by the Open Spaces Society (OSS), Natural England (NE) and Marlborough Town Council (MTC).
5. I am required by section 39 of the 2006 Act to have regard to the following in determining this application:
  - i. the interests of persons having rights in relation to, or occupying, the land (and in particular persons exercising rights of common over it);
  - ii. the interests of the neighbourhood;
  - iii. the public interest: Section 39(2) of the 2006 Act provides that the public interest includes the public interest in, nature conservation, the conservation of the landscape; the protection of public rights of access to any area of land, and the protection of archaeological remains and features of historic interest;
  - iv. any other matter considered to be relevant.

## Reasons

6. The applicant explains that the purpose of the works is to extend the current club building to expand the kitchen facilities on site and allow the club to offer a wider range of refreshments to those using the facilities.
7. The applicant also explains that the club has had a large increase in members and the facilities need to be able to provide for all those attending events. The facilities are also important for acquiring the funding necessary for the maintenance of the site.

## ***The interests of those occupying or having rights over the land***

7. Marlborough Town Council are the owner of the land and have stated that the application has their full support and they have no objections to the proposed works. The common land register records no rights over the whole of the land known as Marlborough Common.
8. The applicant advises that the common is regularly used for recreational activities. They add that they have not noted any rights of common being carried out and there are no rights recorded in the common land register.
9. I am satisfied that the applicant has carried out the required consultation and no further comments were received.

***The interests of the neighbourhood and public access***

10. The interests of the neighbourhood relate to whether the works will unacceptably interfere with the way the common land is used by local people and is closely linked with interests of public access.
11. Marlborough Common comprises of three open green spaces divided by a public carriageway. Parts of the common have been converted into football and rugby pitches with grass maintenance, barriers and goal posts denoting these areas. The common predominantly consists of open green spaces with hedge, shrub and tree coverage.
12. Parts of the Common also appear to have been converted into a golf course with sand bunkers present.
13. The club building sits close to the southwestern boundary of the Common and is accessible by foot and by vehicle via St Luke's Crescent.
14. The planned expansion is adjoined to the existing club building which the applicant describes as "T shaped" with the extension sitting in the space between one of the intersecting parts of the building.
15. The expansion of the existing building would have an impact on access to the Common converting the small patch of existing grass, where it will be located, into a permanent structure. This will prevent access to an area of the Common which, by extension, would also no longer be available for recreational use.
16. However, I consider it unlikely that this area of common is accessed regularly for recreational use due to it being enclosed on two sides by the existing club building.
17. The proposed extension of the club building is likely to increase the number of people accessing this area of the Common for recreational activities and is therefore in the interest of many users of the Common.
18. The temporary fencing would also impact access, blocking access to the areas of the common where the works are taking place. but This impact will be minimal, however, due to the small sizes of the areas the fencing is surrounding and the fact that the Common will still be accessible via other routes. The fencing is also planned to be temporary in nature. I am satisfied that such fencing is appropriate on health and safety grounds and that it will be removed on completion of the works, which can be secured by attaching a suitable condition to the consent.
19. NE have been consulted on the application and stated they do not believe that the works as planned will have any adverse effects on the Common's biodiversity, landscape appeal or its accessibility for the public.

20. OSS have stated that in 1997 consent was given to construct a rugby clubhouse on the common along with the extensive parking facilities now evident.
21. They outline that this has “facilitated the dedication of much of the common to sports uses, including rugby and golf. Consequently, the common largely has become a “levelled, completely familiar monoculture of easily replicated, gang-mown sports turf.”
22. They state all its special qualities have been destroyed and that society will continue to oppose the domination of the Common by sports uses. However, in this case, the extension is relatively minor, and the society does not intend to oppose it.
23. I have noted that a large amount of the Common does appear to have been dedicated to recreational sports usage with the rugby and football pitches and golf course being present. It is unclear from this application whether access to these areas is restricted to members of the public.
24. However, this application relates specifically to the expansion of the existing club building which only covers around 9m<sup>2</sup> of the Common where it is unlikely any recreational activity is taking place.
25. I am therefore of the opinion that the proposed works will not adversely affect public access to the Common or the wider interests of the neighbourhood.

### ***The public interest***

26. As well as the public interest in the protection of public rights of access, the Guidance (November 2015) outlines the public interest in nature conservation, the conservation of the landscape and the protection of archaeological remains and features of historic interest.

### ***Nature conservation and Conservation of the landscape***

27. NE have provided comment on the application and stated that they do not anticipate the works having any detrimental effect on these interests.
28. The Common has no special designated landscape value.
29. The proposed works would introduce a new permanent artificial feature onto the Common. However, this expansion only covers a small area of the Common and it is not envisioned that this will harm the nature conservation or landscape value of the Common
30. The applicant details that the extension will be made of the same materials as the existing club building and be in keeping with its style and design. The extension is small only covering 9m<sup>2</sup> of ground space and will be a single story as is the existing building. In conclusion the extension will not impact the visuals of the common.

31. I am satisfied that nature conservation interests will not be harmed by the proposed works and I consider that overall the works will not affect the landscape interests of the Common.

### ***Protection of archaeological remains and features of historic interest.***

32. The applicant has stated that there are no archaeological features within the proposed works area. Historic England and the local authority archaeological service have been consulted and did not comment.
33. There is no evidence before me to suggest that these interests will be harmed by the proposed works.

### ***Conclusion***

34. Defra's Common Land consents policy states that consent will not normally be granted under section 38 for permanent buildings on common land, because such development is normally incompatible with the future use of the land as common land. However, where such buildings are intrinsically related to the enjoyment or management of the common, such as a cricket pavilion, lambing shed or a keeper's hut, consent under section 38 may be considered appropriate.
35. I conclude that the proposed works are in line with this policy. I also consider that the works will be in the interests of the rugby club and the wider community and will not unacceptably harm any of the other interests set out in paragraph 5 above. Consent is therefore granted for the works described subject to the condition set out at paragraph 1.

*Harry Wood*

Figure 1 – works plan

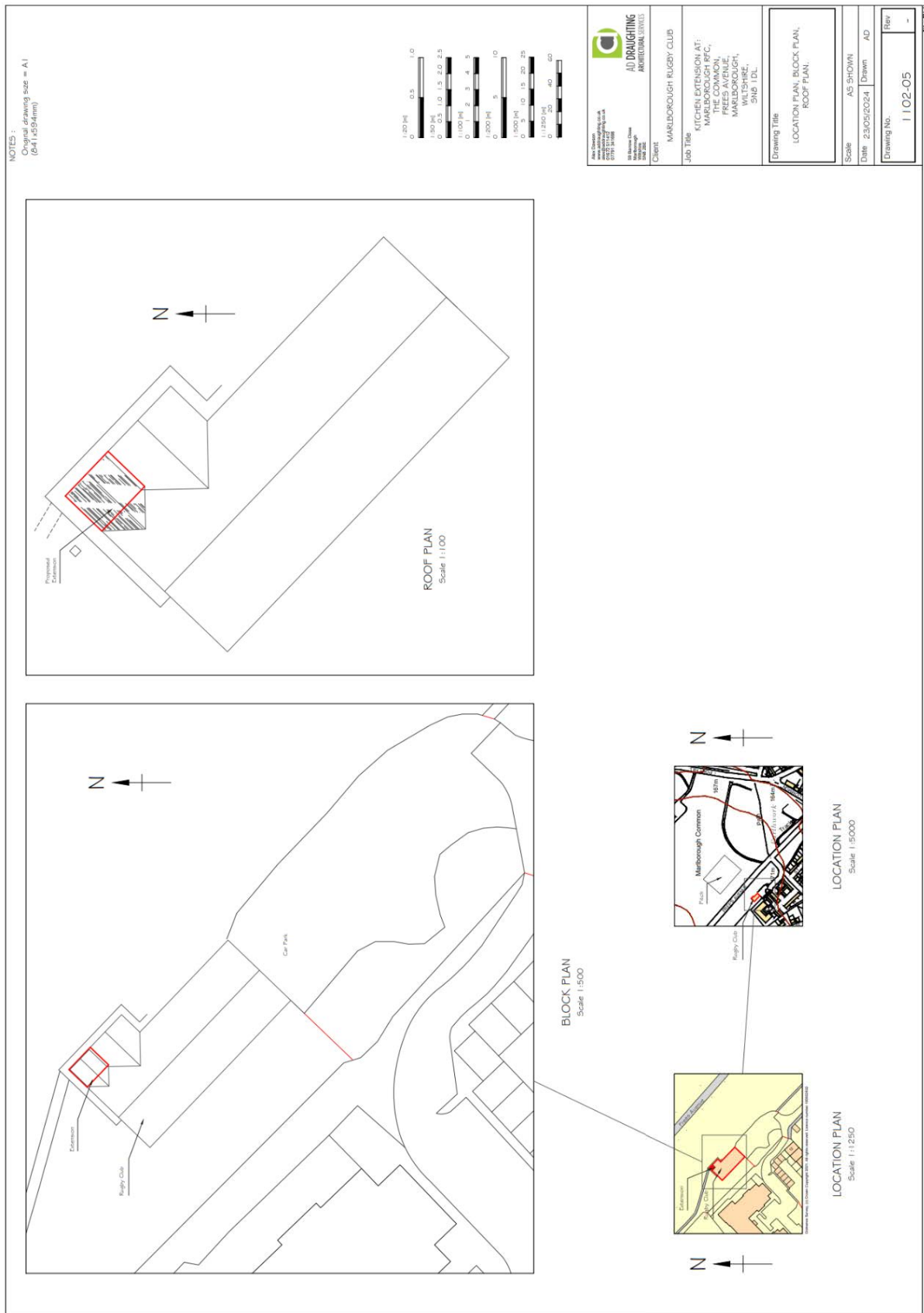


Figure 2 – Location of club building on the common



**HIGHWAYS & TRANSPORT  
TRAFFIC ENGINEERING TEAM**

**MARLBOROUGH LHFIG  
Marlborough Town Centre**

**20 mph Speed  
Restriction Assessment**

**Document Control Sheet**

**Project Title:** Marlborough LHFIG: Marlborough Town Centre

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

**Revision:** Version 4

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**Record of issue**

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## 1.0 Introduction and background

Following the publication of Wiltshire Council's policy for 20mph speed limits, the authority made a commitment to undertake assessments to determine the feasibility of 20mph speed restrictions where requests are made, supported and funded by Local Highway and Footway Improvement Groups.

A request to extend parts of the existing 20mph Speed Limit in Marlborough Town Centre was raised by Marlborough Town Council and discussed at Marlborough Local Highway and Footway Improvement Group (LHFIG) and subsequently prioritised for assessment in July 2023.

This report sets out the analysis of this location against "Wiltshire's Policy on 20 mph Speed Limits and Zones" and the Department for Transport (DfT) Circular 01/2013 "Setting Local Speed Limits". This guidance will be used to determine which areas are suitable for a 20mph speed restriction.

The market town of Marlborough is bisected by the A4 and the A346, and is approximately 25min drive north east of Devizes, 20mins west of Hungerford and 30 minutes south of Swindon. The A345 also originates / terminates within the town

The majority of the town is currently subject to a 30mph speed limit, accompanied by a 20mph speed limit within the town centre. The Town Council would like to extend the 20mph speed limit to include areas such as B3052 George Lane, A346 Salisbury Road and A4 London Road, as well as the North Western area of the town including Hyde Lane.

The full extent of the areas included in this assessment are set out in **Appendix A**.

It should be noted a separate Traffic Study is currently being undertaken by AtkinsRéalis following concerns raised relating to the perception of increased traffic in Marlborough Town Centre and is investigating whether the town's road network is able to accommodate increased amounts of traffic growth. AtkinsRéalis are producing a base model (from data collected in 2023) and a forecast model for 2041, based on the perceived changes to the network and vehicle fleet. A copy of the final Traffic Study will be made available upon completion.

Data collected as part of the Traffic Study can also be useful in our assessment of the area for 20mph speed limit.

## 2.0 Data Collection

Average speed and volume of traffic is recorded using a device called a Metrocount. This is a roadside unit with sensors placed across the road to register vehicles as they traverse the sensors.

Metrocounts were installed at fourteen locations within Marlborough to record data from 12<sup>th</sup> January 2024 to 22<sup>nd</sup> January 2024. The approximate location of each counter is shown in **Appendix A**.

**Table 1** below sets out a summary of the results:

Metro Count Location Reference	Total Daily Traffic Volume (7 day average)	85 <sup>th</sup> %ile Speed (mph)	Mean Average Speed (mph)
<b>Site 1</b> – Bath Rd West of College Fields	11616	32.44	26.9
<b>Site 2</b> – Bath Rd East of College Fields	13062	26.28	21.3
<b>Site 3</b> – Pewsey Rd, North of George Lane	6513	25.17	21.4
<b>Site 4</b> – Granham Hill	4732	38.36	32.8
<b>Site 5</b> – George Lane, East of Pewsey Rd	7798	28.63	23.2
<b>Site 6</b> – George Lane, East of Chestnut Drive	7538	28.86	23.7
<b>Site 7</b> – A346 Salisbury Rd, North of Priorsfield	12235	24.61	20.0
<b>Site 8</b> – A346 Salisbury Rd, South of Priory Court	12691	31.32	26.7
<b>Site 9</b> – A4 London Rd, West of Pelhams Court	11387	26.62	22.3
<b>Site 10</b> – A4 London Rd, East of St Margarets Mead	10167	31.09	27.1
<b>Site 11</b> – Herd Street, North of St Martins	12184	30.98	25.8
<b>Site 12</b> – Port Hill, North of New View Place	13731	38.81	33.7
<b>Site 13</b> - Hyde Lane, North of Cardigan Road	494	28.41	22.8
<b>Site 14</b> – Hyde Lane, North of Back Lane	661	26.28	20.5

**Table 1** – Summary of metrocount results for Marlborough

### 3.0 Collision Data

Interrogation of the Police Collision Database identifies that in the areas North and South of Marlborough Town Centre, there have been thirteen Personal Injury Collisions recorded in the 36-month period prior to this report up to 31/08/2023 .

All but one Personal Injury Collision have been categorised as “slight” in severity. Four “slight” injuries involved pedestrians, one of which was a 13yr old child. None were directly related to the speed of traffic in the area.

The “slight” incident involving a child pedestrian related to the child using a pedestrian crossing inappropriately and the “serious” collision was identified as a pedestrian on a mobility scooter crossing into a path of a car on Salisbury Road, near the Savernake View Care Home.

## 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 24 mph (if they are just above this threshold, complementary 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 journey times 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”.

Recent changes in Government guidance has altered, with greater emphasis on roads now considered for a 20mph limit on their individual merits and not as previously, where a more widespread approach was seen as the way forward. Where concerns exist for other road users, the

guidance is that other engineering measures should be utilised to mitigate against concerns, including footways, pedestrian crossings and signing.

## 5.0 Recommendation

Results have shown that 8 sites fall at or below the guidance threshold of 24 mph, recording speeds of 20mph to 24mph. There are 6 sites that are above this threshold, recording speeds ranging from 25.8mph to 33.7mph.

It should also be noted the survey area covers the A4 Bath Road, the A4 London Road (linking Marlborough to Chippenham and Newbury), the A346 Salisbury Road / Port Hill / Herd Street and the A345 Granham Hill (linking Marlborough to Salisbury and other southern destinations). These roads are classified as main distributor roads, their purpose being to link primary destinations and support the Major Urban Network.

In addition, the B3052 George Lane is included in the assessment. The B3052 is described as a “Secondary Distributor 3B” road, which means it is a classified road carrying local traffic, with generally higher levels of pedestrian activity and crossing facilities. It links traffic flow to the A4, A346 and A345.

Based on speed reading analysis alone, the Metro Count observations conclude there are a number of sites recorded on the outskirts of the town which do not meet the speed criteria:

- Site 1 (A4 Bath Road, West of College Fields),
- Site 4 (A345 Granham Hill),
- Site 8 (A346 Salisbury Road, South of Priory Court),
- Site 10 (A4 London Rd, East of St Margarets Mead),
- Site 11 (A346 Herd Street)
- Site 12 (A346 Port Hill)

Wiltshire Councils Policy on 20mph speed restrictions state that 20mph speed limits shall not be considered on roads that primarily have a strategic function and whereby the movement of motor vehicles is the primary function. This has been reinforced in revised guidance issued by the Department for Transport in its March 2024 update to Circular 01/13. All the sites above are classified as “A” roads and form part of the main distributor network in Marlborough. All sites are situated on approach roads leading into Marlborough town centre. The nature of these roads are more suited to the 30mph speed limit presently in place, therefore these areas will not be considered for a 20mph speed limit.

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 there are specific areas of Marlborough Town Centre which can accommodate an extension to the existing 20mph speed limit.

As outlined in Section 4.0, changes in Government guidance has been revised and roads are now considered for a 20mph limit on individual merits and greater emphasis is given to ensuring that road of strategic purpose should retain 30mph restrictions. The guidance is also clear, that where concerns exist for other road users, other engineering measures should be utilised to mitigate, including appropriate footway provision, pedestrian crossings, and signing.

### Hyde Lane, Cardigan Road & Cross Lane

There were 2 sites recorded on Hyde Lane (sites 13 & 14) where recorded mean average speeds are recorded within the requirements of the criteria of a 20mph speed limit and these areas are

considered viable, both in terms of speed of traffic and the nature of the roads. Research has shown that successful 20mph speed limits are generally self-enforcing. The area of Hyde Lane, Cardigan Road and Cross Lane is primarily residential in nature, with the majority of roads being narrow and the nature of these roads lend themselves well to 20mph speed limits, with mean average speeds recorded between 20.5 and 22.8mph. It is recommended this area is included as an extension to the 20mph speed limit from Marlborough High Street.

In addition, the following areas were also assessed and Metro Count observations show mean average speeds fall below the threshold of 24mph:

- Site 2 (Eastern End of A4 Bath Road)
- Site 3 (A345 Pewsey Road)
- Site 5 & 6 (B3052 George Lane)
- Site 7 (Northern end of A346 Salisbury Road)

It should be noted that although speeds were below the 24mph threshold whereby Wiltshire Council would normally consider a 20mph speed limit, these roads serve the purpose of strategic movement across the wider road network. It is essential that 20mph speed restrictions are used only on roads where they will be both credible and meet the criteria set out in the Wiltshire Council Policy and national guidance documents.

### A346 Salisbury Road

The existing 30mph speed limit on the A346 Salisbury Road commences South of the roundabout with Blenheim Road. The carriageway is wide, but it is apparent to motorists that with the presence of the Tesco Supermarket and the Care Home further North towards the town centre they are approaching a built up environment. The wider carriageway continues North and provision has been made for pedestrians in the form of an available footway on one side of the road leading into the town centre where it joins into the existing 20mph speed limit on London Road, towards High Street. Metro Count data shows that speeds of traffic slow down close to Site 7 (between the junctions of Priorsfield and Cherry Orchard), where the nature of the A346 begins to change. This is demonstrated by the presence of on-street parking, property frontages overlooking the carriageway and the approach to the signal-controlled pedestrian crossing and traffic is starting to approach the double mini roundabouts and junctions with the B3052 George Lane and the A4 London Road. This combination of features at the Northern end of the A346 Salisbury Road contribute to the slower traffic speeds in the area and show that drivers are adhering to the existing speed limit well but are also changing their behaviour appropriately to enter the environment of the town centre, (A4 High Street where pedestrians take priority over the traffic). It is considered the flow of traffic in this particular area is behaving as it should do along a road primarily design for its main function to be the movement of motor vehicles, while still taking into account the presence of pedestrians in the area by the provision of footways and a signal-controlled crossing. It is for this reason a 20mph speed limit along the A346 Salisbury Road would not contribute any further benefit to road safety in this area.

### A4 Bath Road & A345 Pewsey Road

The existing 30mph speed limit on the A4 Bath Road begins on the outskirts of Marlborough on approach to the area primarily occupied by buildings associated with Marlborough College. The college grounds are spread amongst the Eastern end of the A4 Bath Road and the A345 Pewsey Road. The existing 20mph speed limit starts at the High Street, near its junction with Hyde Lane. The A4 and the A345 hold strategic functions for Marlborough; taking traffic to Marlborough town centre itself and also aiding traffic travelling through the area. With the presence of the college, the requirements of pedestrians and also the through traffic in the area need to be carefully balanced.

In the area of the A4 Bath Road and Marlborough College buildings on the A345 Pewsey Road,

continuous footway is provided for all pedestrians to easily access the college buildings in the surrounding area, whilst managing the needs of traffic too, with total daily traffic volume (7 day average) ranging from 11,000-13,000 on the A4. The presence of 3 signal-controlled crossings, narrower carriageways as well as bends in the road all contribute to the lower recorded metro count speed data in this area and much the same as the A346 Salisbury Road (discussed above) drivers are behaving appropriately for the environment at which they are driving. Whilst there is a high pedestrian presence in the area (primarily made up of students attending Marlborough College), as well as a higher volume of vehicles, the flow of both pedestrians and vehicles are managed well by the availability of 3 signal-controlled crossings in a stretch of 400m and the availability of continuous footway to access the college buildings. Whilst there is a presence of a school, it is important to consider that such facilities are only operational for certain periods of the day and year, whereas a speed limit is operational for the entirety. The presence of a single establishment such as a school does not provide justification for a 20mph speed restriction.

There are already a high number of signs and apparatus on the A4 Bath Road, in the vicinity of the college, including advance directional signs, signal heads and approach markings associated with the crossing areas, junction and roundabout carriageway markings. It is important to visualise how a 20mph speed limit would fit into the existing environment of the A4 Bath Road; two illuminated speed limit terminal signs would need to be erected, as well as a minimum of two speed limit repeater signs. This may have a detrimental effect on the streetscape and the environment. An abundance of signs can make it difficult for those with visual or mobility impairments to navigate the footways and there can be a risk of driver confusion and distraction if too many signs are placed on approach to traffic signals. Therefore, it is considered a 20mph speed limit along the A4 Bath Road and A345 Pewsey Road would not contribute any further benefit to road safety in this area and the presence of 20mph terminal and repeater signs would only accumulate to signage clutter in the area.

### B3052 George Lane

George Lane is a B Class road, part of the strategic road network, and remains the alternative route to the A4 High Street for the east / west movement across Marlborough. The High Street given its commercial nature, significant on street parking and high number of pedestrian movements, was not considered to have a primary function for the movement of motor vehicles and therefore a 20mph was provided.

Whilst there will undoubtedly be a pedestrian presence within George Lane due to the varied nature of development adjacent to the road frontage (residential and commercial), such as a pharmacy, doctors surgery, pet shop, vets, gym and access to local schools. It is served with good pedestrian facilities on both sides of the road, and has 2 signalised pedestrian crossings to assist movement across the road, one of which has recently been introduced through the Taking Action on School Journey Initiative following development of a School Travel Plan by the Primary School.

Analysis of B3052 George Lane shows the average mean speed of traffic flow was between 23.2 and 23.7 mph, signifying a reduction in speed of traffic in the area since previous speed readings were carried out in September 2017 (when the initial assessment for a 20mph speed limit in Marlborough was carried out). In 2017, mean speed of traffic flow ranged from 28.2 – 33.2 mph. This speed reduction can be explained in part by the presence of an additional signalised pedestrian crossing near the old police station and the change in use of some of the commercial properties in the area; the former Vauxhall garage sales forecourt has now been replaced by a large pet shop and vets and the former Countrywide Store (farm and agricultural supplies) being repurposed as a gym. Pedestrian movements along George Lane are now catered for through well-located crossings.

For these reasons it is considered that George Lane is not suitable for a 20mph limit. However, a 20mph limit could be installed on any of the adjacent roads at Ducks Meadow, Figgins Lane and Culvermead Close if considered by Marlborough Town Council to be beneficial to the community.

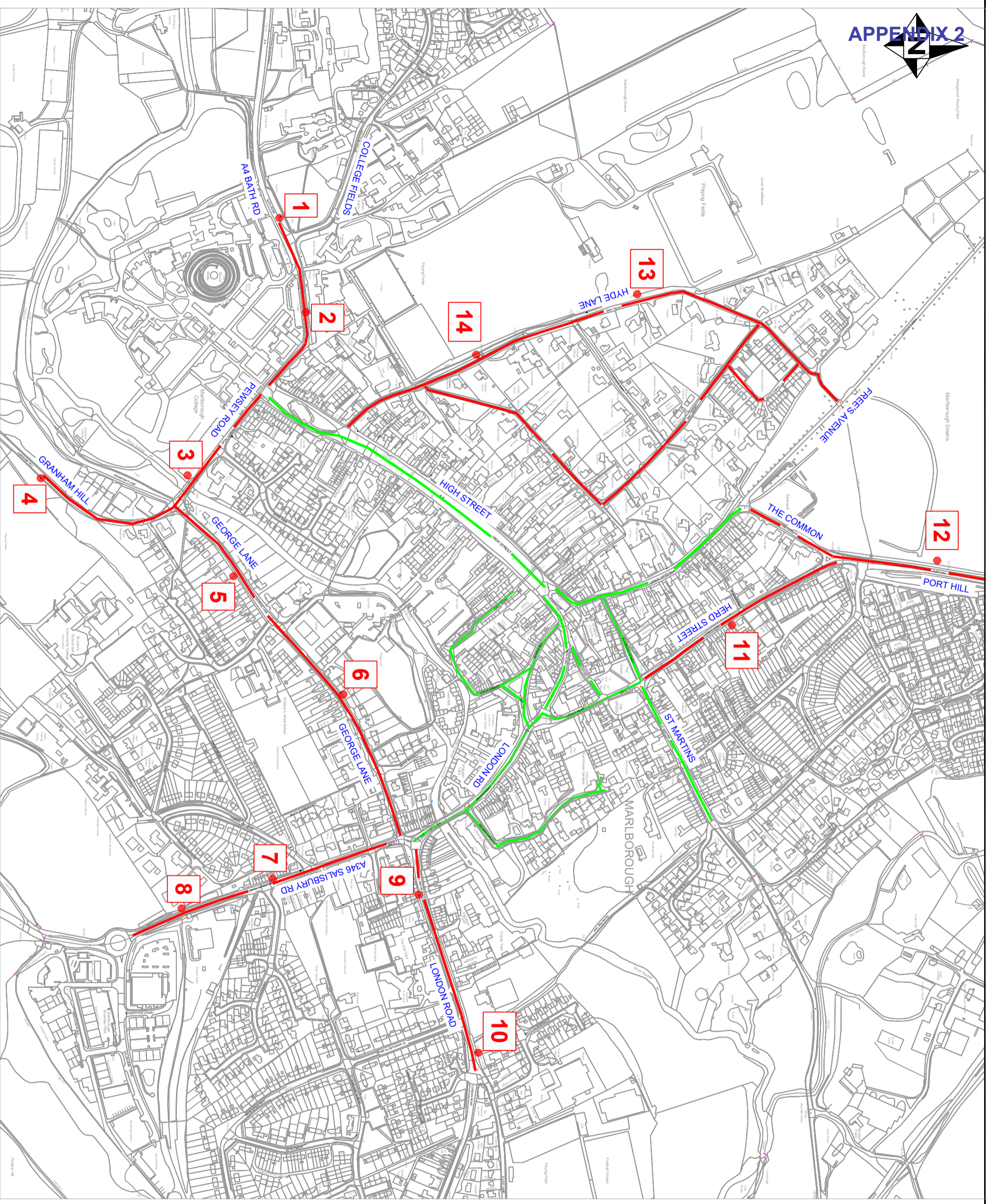
See **Appendix B** for an overview of the extension to the 20mph speed limit in Marlborough.

## 6.0 Costs

It is estimated that the cost to implement the scheme in Marlborough Town Centre would be in the region of £12,500 to include development, legal fees and installation.

<b>Item:</b>	<b>Cost Estimate:</b>
Traffic Regulation Order	£3,000
Cost of implementation	£9,500
<b>Total</b>	<b>£12,500</b>

## **7.0 Appendix A**



- NOTES:
- █ 20mph assessment
  - █ Existing 20mph limit

METRO COUNT LOCATIONS	
METRO COUNT NO.	DESCRIPTION:
1	On lamp column West of College Fields
2	On railings
3	On lamp column near the bridge
4	On terminal sign 30-50
5	On lamp column (school warning sign)
6	On lamp column opp. property no. 16
7	On lamp column nr. property no. 12
8	On lamp column no.218
9	On lamp column nr. property no. 101
10	On lamp column West of Eicot Lane
11	On lamp column nr. property no. 26
12	On terminal sign 30 - 60
13	On old signpost opposite properties Faridan and Newlands
14	On 'Children's Crossing' sign South of steps

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 Wiltshire Council (100049050) 2020



**Traffic & Network Management**  
 County Hall, Bythesea Road, Trowbridge  
 Wiltshire, BA14 8JD  
 Tel: 0300 4560100  
 Website: www.wiltshire.gov.uk

REV	DATE	DRAWN	CHECKED	DESCRIPTION
0	11/23	SJA	SHGR	ORIGINAL
A				
B				
C				
D				
E				
F				

DRAWING PURPOSE:  
 20mph assessment locations

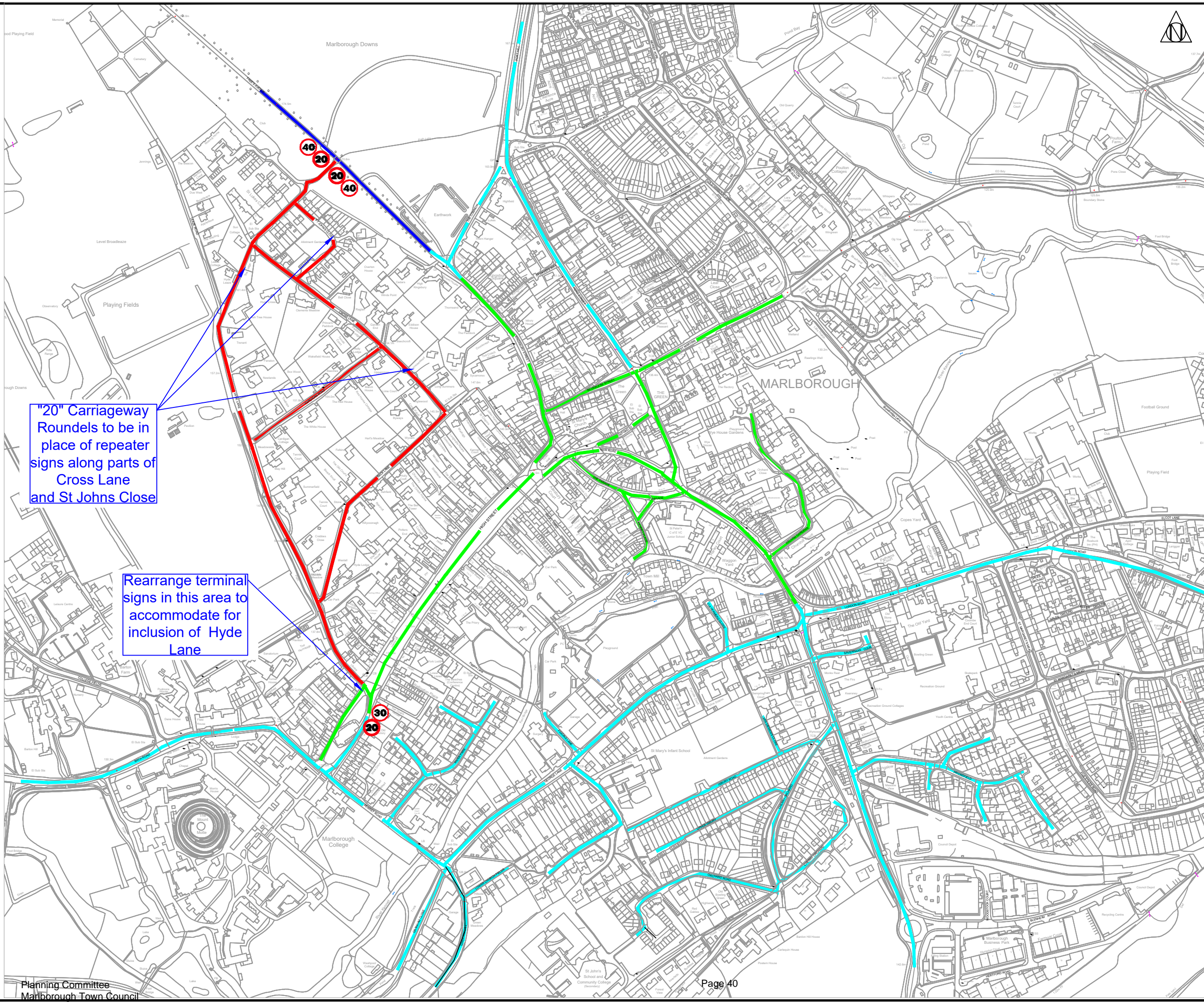
**METRO COUNT LOCATIONS**

PROJECT:  
 Marlborough 20mph limit 2023

DRAWING TITLE:  
 20mph assessment locations

SCALES:	NTS	SHEET SIZE:	A3
DRAWING No.	2023-124-MARL-SJA-D003	REVISION:	1
FILE REF:	L1 Traffic Eng Team\LH\FIG\MARL\2023-124		

## **8.0 Appendix B**



"20" Carriageway Roundels to be in place of repeater signs along parts of Cross Lane and St Johns Close

Rearrange terminal signs in this area to accommodate for inclusion of Hyde Lane

NOTES:

## APPENDIX 2

- Proposed new 20mph
- Existing 20mph speed limit
- Existing 30mph speed limit
- Existing 40mph speed limit

**Please Note:**  
300mmØ "20" Repeater signs will be erected at various locations throughout new "20" speed limit the majority of which will be on existing lamp columns and signs.

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**Wiltshire Council**

**Traffic & Network Management**  
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Wiltshire, BA14 8JD  
Tel: 0300 4560100  
Website: www.wiltshire.gov.uk

F					
E					
D					
C					
B					
A	06.24	SJA	SH	REV A	
O	02.24	SJA	SH	GTR ORIGINAL	
REV	DATE	DRAWN	CHECK	APPRV	DESCRIPTION

DRAWING PURPOSE:  
**APPENDIX B- PROPOSAL**

PROJECT:  
Marlborough 20mph limit 2024

DRAWING TITLE:  
Proposed 20mph Speed Limit Extensions

SCALES:	NTS	SHEET SIZE:	A3
DRAWING No.	2023-124-D004.0	REVISION:	O
FILE REF:	LV Traffic Eng Team	Agenda	29 July 2024

APPENDIX 3



# Élan Cité



DÉTECTER • INFORMER • SÉCURISER

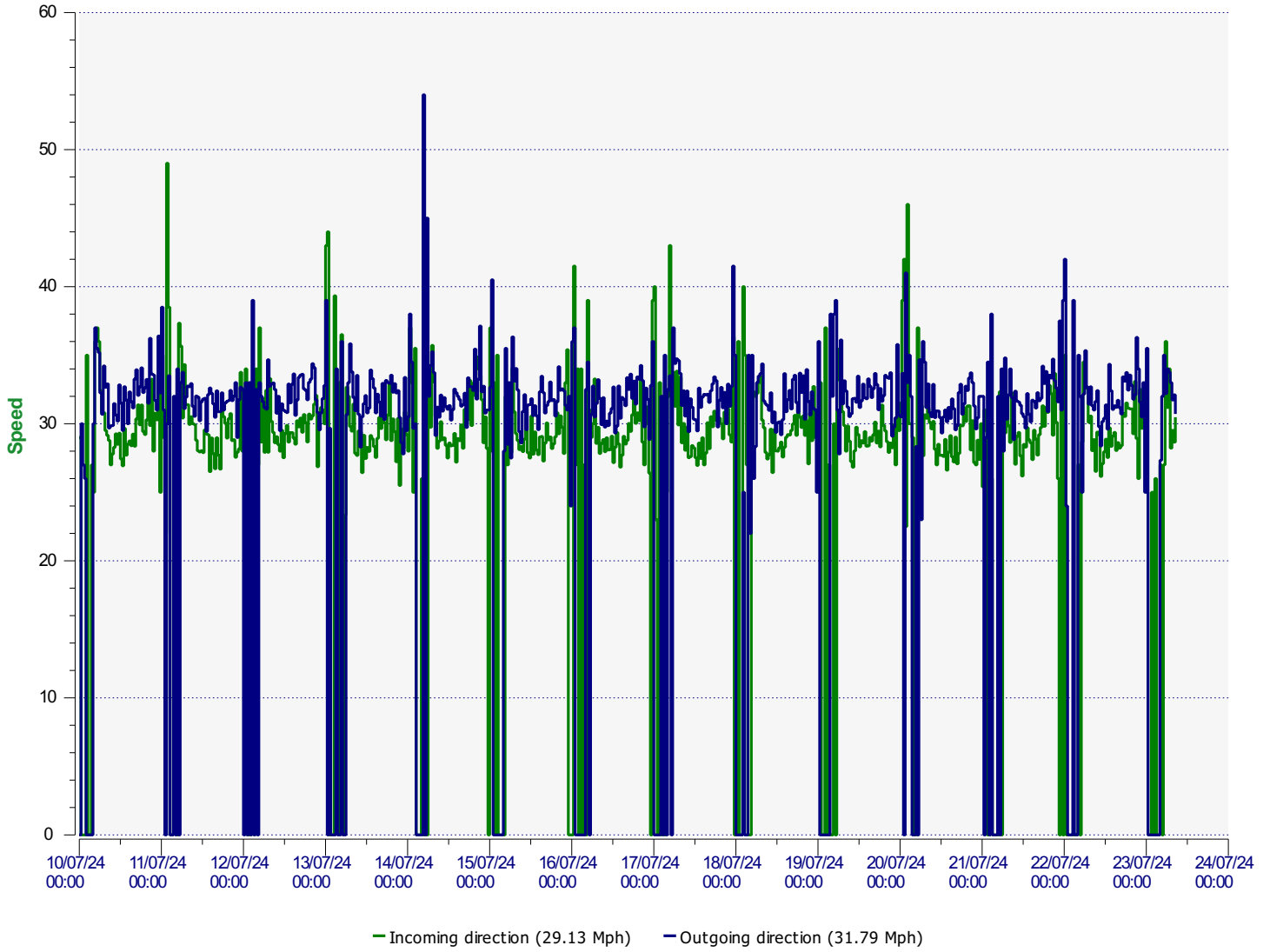
**Start date:** Wednesday, July 10, 2024 12:00 AM  
**End date:** Tuesday, July 23, 2024 8:30 AM

**Location:** Poulton Hill - 30mph

**Comments:**

APPENDIX 3

Average speeds

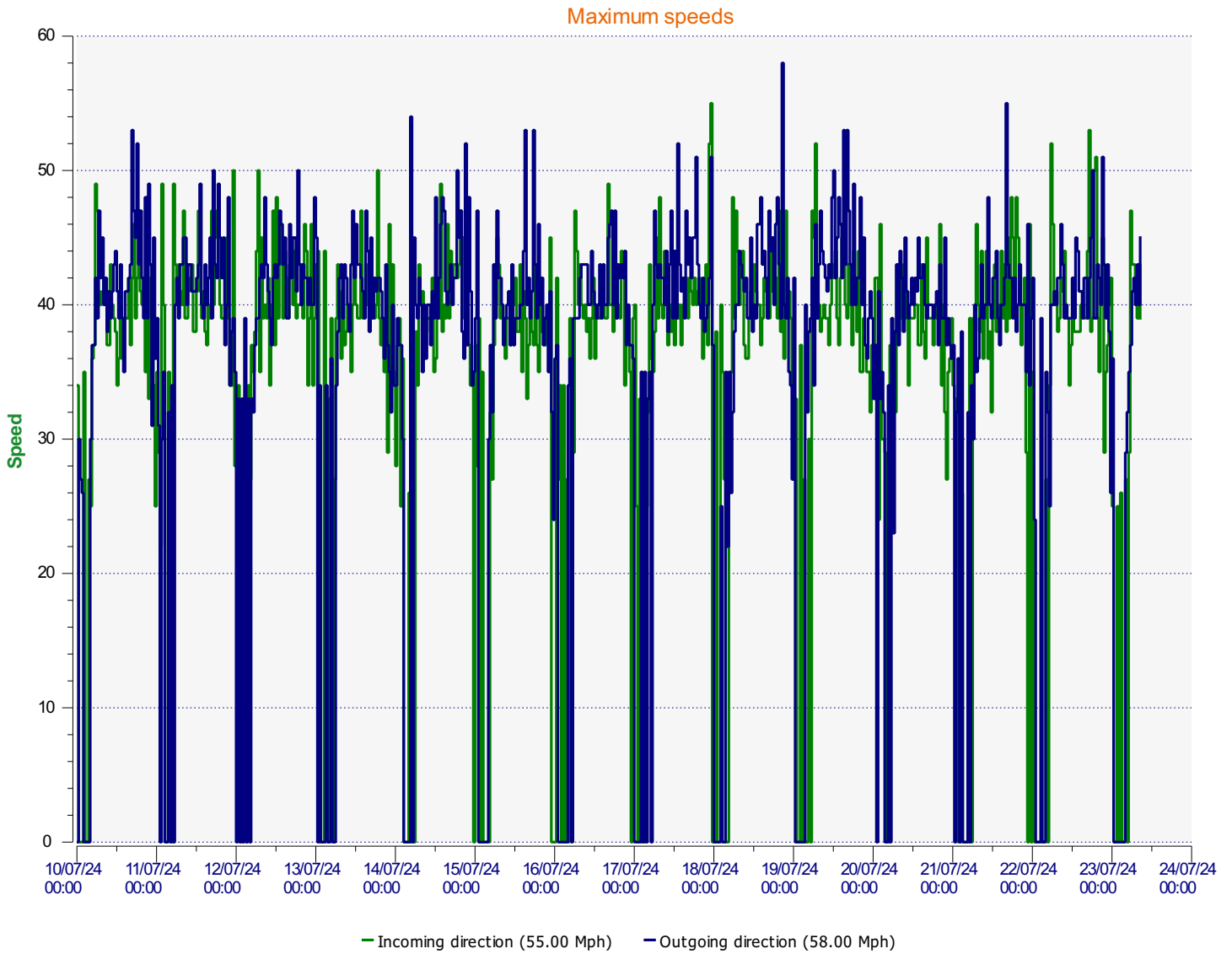


**Start date:** Wednesday, July 10, 2024 12:00 AM  
**End date:** Tuesday, July 23, 2024 8:30 AM

**Location:**

**Comments:**

APPENDIX 3



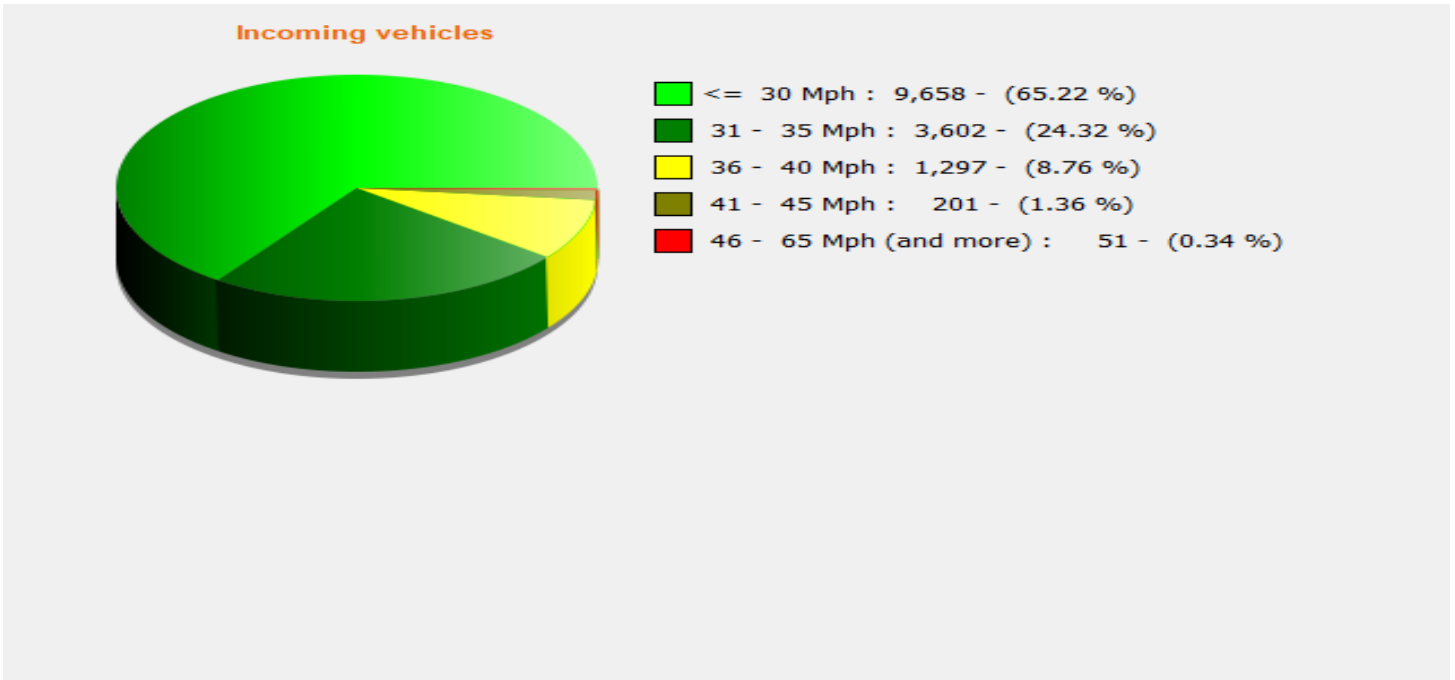
**Start date:** Wednesday, July 10, 2024 12:00 AM  
**End date:** Tuesday, July 23, 2024 8:30 AM

**Location:**

**Comments:**



APPENDIX 3



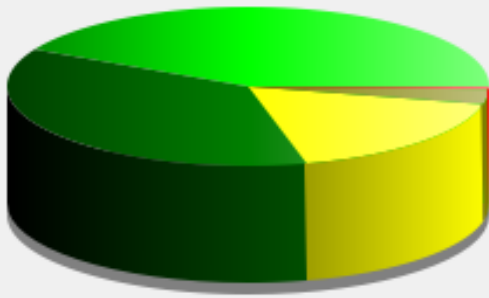
**Start date:** Wednesday, July 10, 2024 12:00 AM  
**End date:** Tuesday, July 23, 2024 8:30 AM






**Location:**

**Comments:**

APPENDIX 3

Outgoing vehicles



	<= 30 Mph : 5,945 - (42.31 %)
	31 - 35 Mph : 5,141 - (36.59 %)
	36 - 40 Mph : 2,462 - (17.52 %)
	41 - 45 Mph : 426 - (3.03 %)
	46 - 65 Mph (and more) : 77 - (0.55 %)

---

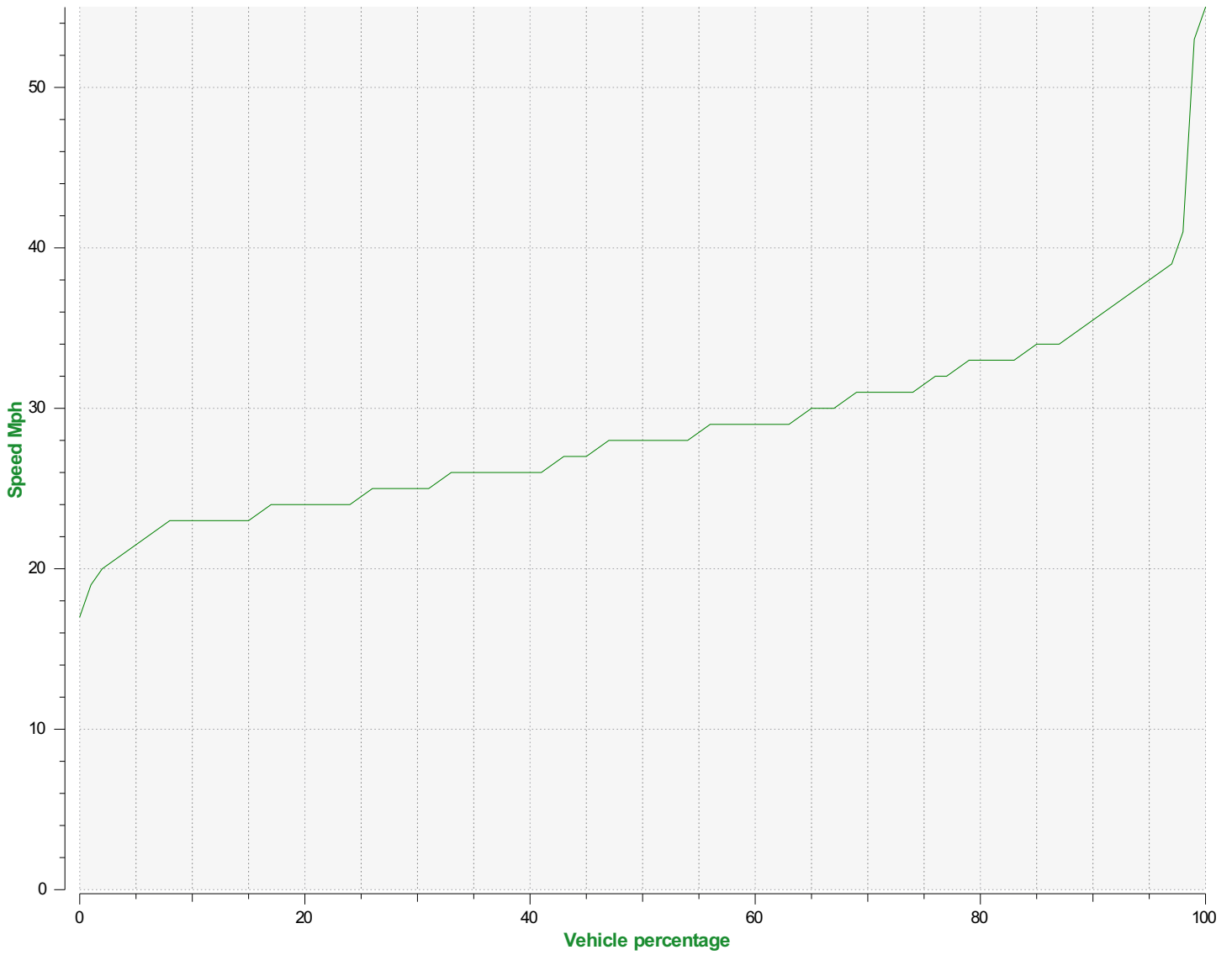
**Start date:** Wednesday, July 10, 2024 12:00 AM  
**End date:** Tuesday, July 23, 2024 8:30 AM

**Location:**

**Comments:**

---

APPENDIX 3



Speed percentiles (incoming)

**V30:** 25.00Mph    **V50:** 28.00Mph    **V85:** 34.00Mph

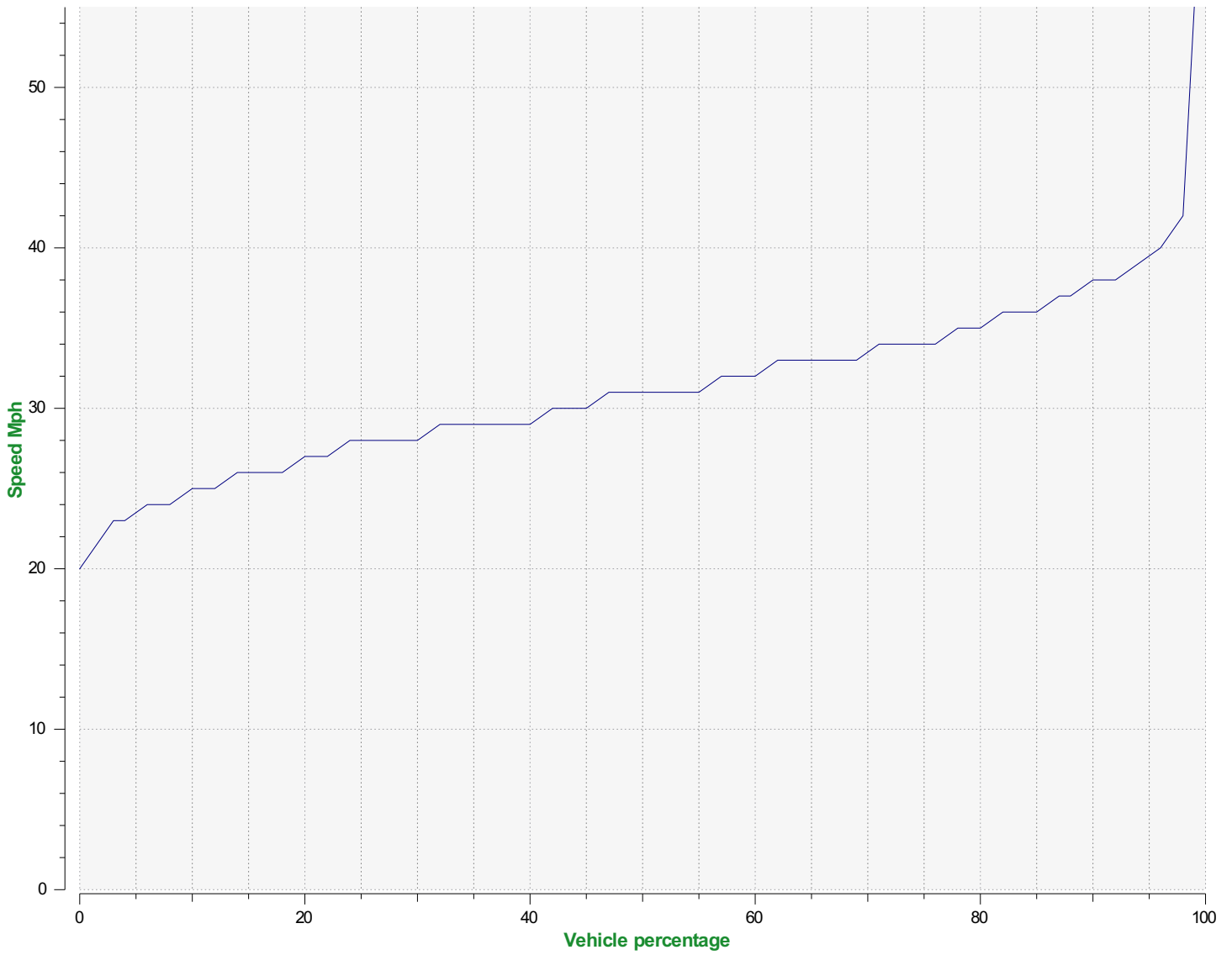
**Start date:** Wednesday, July 10, 2024 12:00 AM

**End date:** Tuesday, July 23, 2024 8:30 AM

**Location:**

**Comments:**

APPENDIX 3



Speed percentile(outgoing)

V30: 28.00Mph V50: 31.00Mph V85: 36.00Mph

Start date: Wednesday, July 10, 2024 12:00 AM

End date: Tuesday, July 23, 2024 8:30 AM

Location:

Comments: