

Marlborough Town Council



Planning Committee

Minutes of an extraordinary meeting of the Planning Committee held
Tuesday, 5 May 2026 in the Court Room, Marlborough Town Hall at
7pm

PRESENT	Councillor Kym-Marie Cleasby	Chair
	Councillor Emily Trow	Town Mayor
	Councillor Nicholas Fogg	
	Councillor Mark Cooper	
	Councillor Kelvyn Shantry	
	Councillor Caroline Sadler	
	Councillor Abi Beaumont	
	Councillor Caroline Wrench	
	Councillor Nicholas Awbery	
	Councillor Kim Wakeham	
	Richard Spencer-Williams	Town Clerk
	Dawn Whitehall	Corporate Services Officer
ALSO PRESENT	Neil Goodwin	Marlborough.News
	Five members of the public	

PUBLIC QUESTION TIME

The Chair would take questions relating to Hilliers Yard at the relevant point in the agenda. There were no other questions.

513/25 APOLOGIES
Apologies for absence had been received from **Councillors Farrell, Hall, Luson, O'Brien** and **Morgan**.

514/25 DECLARATIONS
There were no declarations of interest.

515/25 CHAIR'S ANNOUNCEMENTS
The Chair explained the purpose of this extraordinary meeting. The Town Centre Working party chaired by **Councillor Shantry** commissioned a company (PJA¹) to

¹ <https://pja.co.uk/>

create a vision document for the whole town for the Council to consider, and some of those proposals were now on the agenda this evening.

516/25 MINUTES

RESOLVED: that the minutes of the meeting held 20 April 2026 were confirmed as a true record and signed by the Chair

517/25 TOWN CENTRE VISION DEVELOPMENT PLAN

Members were asked to note proposed interventions outlined in the Town Centre Vision Development Plan summary report. Specifically, to consider:

- What interventions they support, if any?
- What the next steps or actions should be, if any?

The **Chair** asked Members to consider the overall idea of each proposal and to try not to drill down into the detail of how they might be implemented or other considerations, which would come at a later date. The purpose of this exercise was a high level view on whether any of the proposals were considered a good idea for Marlborough in the future, and to identify the priorities. She noted there was currently no funding in place to support the interventions.

Councillor Shantry explained the 13 items in the agenda report were only short term proposals (0-5 years) put forward by the consultants. There were no medium (5-10 years) or long term proposals to consider this evening.

The consultants had done a considerable amount of work to prepare the report: they had talked to residents and businesses as well as councillors and met with the Town Centre Working Party (TCWP) several times. The resulting short term proposals to consider had been ranked into recommended order by the TCWP. Each was explained, and discussion points included:

1. Improvements to High Street pedestrian crossing points (Ref. S1)
 - This was intended to make the existing informal crossing points more visible to both drivers and pedestrians, creating a safer environment for pedestrians and slowing down traffic
 - Cllr Shantry noted that the consultants had advised that this was the simplest of all their proposed interventions.
 - Concerns about how the changes would be implemented, and any impact on traffic/business, including the Mop Fair, were noted (e.g. overnight working). To reassure Members, Marlborough has been designated as a traffic sensitive area so has priority for overnight/weekend working where possible
 - Improving safety without signals: automatic or light controlled crossings had not been proposed because of the detrimental impact on the historic street scene (*a beautiful, historic, market town*)

2. A safe, inclusive crossing point at the entrance to Patten Alley (Ref. S7)
 - Changes to the carriageway to make it obvious to drivers that pedestrians may be crossing
 - PJA saw this as important – pedestrians have a good view in both directions at this point
 - This is a well-used crossing point by residents to the north of the town as well as people attending St Mary's church
 - Currently the partial solution of a lowered kerb is unsatisfactory, and is difficult for pushchairs, wheelchairs and motorised scooter users

3. Reconfigure the junction between Hyde Lane and High Street and improve access to St Peters Church (Ref. S3)
 - Changes to the road layout, retaining all vehicle movements
 - Reducing crossing distances for pedestrians
 - Providing a clear entrance to St Peters
 - Potentially unlocking space for public realm (e.g. seating, planting)

4. Footpath MARL30 pedestrian link improvements (Ref. S6)
 - Already in progress by Wiltshire Council – not to be prioritised

5. Silverless Street/Herd Street rat run prevention (Ref. S9)
 - It is currently not clear to drivers on the A346 that there is no entry to Silverless Street until they are already committed to the turn
 - The consultants believe this intervention would be the lowest cost to implement

6. Pedestrian access to the Town Hall (Ref. S8)
 - There is a zebra crossing on one side but nothing on the other
 - Changes to the High Street junction and introduction of carriageway changes to provide pedestrian crossing point
 - Councillors noted that, combined with S3 (St Peters) making changes at each end of the High Street would potentially support other, longer term proposals set out by the consultants

7. Trial time-based closure to motor vehicles to Hilliers Yard (Ref. S13)

The Chair made it clear that this proposal was not on the table for consideration, either as a trial or a permanent change, and Members should not include it within their prioritisation. Neither the Town or Wiltshire Council had any legal rights over the entry point or land, and several people had already made representations about the rights of the Hilliers Yard freeholders. However, should the businesses in Hilliers Yard decide they like the proposals the Town Council could consult on their behalf.

During a suspension of Standing Orders **Janice Pattison** (Ducklings Toy Shop) and **Julian Evans** asked whether the Town Council could help with improving traffic flow and safety by discussing options for improved signage or perhaps

clarifying whether the 'no entry' one-way section could be made enforceable (freeholders' documentation clearly shows a right to drive through the archway in either direction).

ACTION: Write to Waitrose to request they review the signage and discuss with the freeholders and WC Highways if or how the 'no entry' could be made enforceable (whilst recognising the rights of the freeholders)?

8. High Street continuous footway (Ref. S2)

(The report incorrectly labelled this as Hyde Lane)

- Creating a pedestrian crossing point to the south, side entrance of St Peters
- The TCWP did not recommend this as a priority: S3 was the preferred option at St Peters

9. Figgins Lane pedestrian and cycle connection (Ref. S4)

- This would join up with the shared cycle/pedestrian path into town from MARL30
- People currently ignore the 'no cycling' signs

10. Cycle parking (Sheffield stands) (Ref. S11)

- More secure type of cycle parking at key points (Library, Town Hall, St Peters, The Parade)
- Whether large groups of cyclists block pedestrian space on the pavement, especially near the Town Hall – perhaps in future consider moving the cycle stands to the side of the carriageway

11. Introduce parklets in selected locations (Ref. S10)

- Permanent, or semi-permanent public space, to provide seating and greenery
- Four locations had been identified
- This could be temporary to allow for testing the concept

12. River Park to Figgins Lane cycle access (Ref. S5)

- Would provide a cycle route for people approaching from the Pewsey road
- Cyclists could already use George Lane and Figgins Lane/car parks
- Not recommended by TCWP

13. Virtual parking digital signage (Ref. S12)

- The lowest ranking by the TCWP
- Digital signage is not compatible with a historic street scene
- Likely to be superseded by driver technology in the future

One member of the public left the meeting

Members were given score sheets listing all 13 interventions and asked to select up to five, in priority order. The sheets were collated and the results discussed. There was a three-way tie for Priority 1:

Priority 1: S1 – High Street crossing improvements

Priority 1: S7 – Patten Alley crossing

Priority 1: S8 – Town Hall pedestrian access

Priority 4: S3 – Hyde Lane junction/St Peters Church access

Priority 5: S9 – Silverless Street rat run

Members then voted by a show of hands to rank the tied priority 1 options and

RESOLVED: (i) that the priority order is S7, S8, S1, S3, S9

RESOLVED: (ii) to ask the Town Centre Working Party to consider the next steps to progress the priority interventions

Members noted that PJA had experience of implementing similar schemes in other towns – Torquay was given as an example.

The meeting closed at 8.30 pm

Signed:

Chair

Date: