

Marlborough Town Council



27 September 2026

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, 5 October 2026** at **7pm**.

Yours sincerely

Richard Spencer-Williams

Richard Spencer-Williams, PSLCC

Town Clerk

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.



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 one 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 14 September 2026
- 5. Action Log**
To receive an update on the action log
- 6. Planning Decisions**
To note the planning applications recently determined by Wiltshire Council
- 7. Planning Applications**
To consider application consultations received from Wiltshire Council
- 8. Works to Trees**
To consider application consultations received from Wiltshire Council
- 9. Briefing Note no. 26-17**
To note the Wiltshire Council briefing on changes to winter resilience and consider the implications for Marlborough Town Council
- 10. Wiltshire Community Air Network: Interim Findings and Project Update**
To note an update from Wiltshire Council
- 11. Local Highway and Footway Improvements Group (LHFIG)**
To consider the updated LHFIG action log
- 12. Speed Indicator Devices (SID)**
To note the most recent data report and consider the location plan
- 13. Temporary Road Closures**
To note and consider orders issued by Wiltshire Council

Marlborough Town Council



Planning Committee

**Minutes of a meeting of the Planning Committee held Monday, 14 September 2026
in the Court Room, Marlborough Town Hall at 7pm**

PRESENT	Councillor Kym-Marie Cleasby	Chair
	Councillor Mark Luson	Town Mayor
	Councillor Nicholas Fogg	
	Councillor Mervyn Hall	Vice Chair
	Councillor Mark Cooper	
	Councillor Kelvyn Shantry	
	Councillor Susannah O'Brien	
	Councillor Abi Beaumont	
	Councillor Caroline Sadler	
	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
	Plus one member of the public	

PUBLIC QUESTION TIME

There were no questions.

- 186/26 APOLOGIES**
Apologies for absence were received from **Councillors Farrell and Trow.**
- 187/26 DECLARATIONS**
There were no declarations of interest.
- 188/26 CHAIR'S ANNOUNCEMENTS**
The **Chair** read out a reply received from the office of the Police & Crime Commissioner (PCC) to a question about the sale of the former police station at

George Lane (*Full Council Meeting, 23 March, Questions to and from Wiltshire Councillors: Town Clerk to clarify with the PCC ... whether there is any leeway to take into account the needs of the community...*) The relevant points in the reply were “There are no specific criteria mandated for assessing social impact and consideration of this is a discretionary factor for the PCC. The legal obligation is to achieve best consideration, which allows for wider aspects to be balanced.” “As part of an open and transparent process we would expect any potential purchaser to set out the **social value benefits** for us to consider, alongside any commercial information...”. This was good news for the Town Council, which could now prepare its case. Members noted that a proposed new hub at Old Sarum would not include a custody suite: there was a very secure custody suite already in situ in Marlborough. There was also a question about whether a sale of the site would be achieved before the end of the PCC term.

Councillors were encouraged to attend the Action for the River Kennet (ARK) Annual General Meeting taking place on Monday, 5 October at 5.30pm at the Parade Cinema.

An Eastern Area Planning Committee meeting on Thursday 17 September would include a planning application for Willow & Wolf on the agenda. All were welcome to attend: anyone wishing to register to speak should do so via committee@wiltshire.gov.uk. Councillor Cleasby would be attending as Vice Chair: anyone wishing her to make statements on behalf of residents should let her know.

Members were asked to note a reply received from Wiltshire Council’s Principal Engineer, Traffic & Network Management asking why the same times for the residents’ parking scheme at Kennet Place had been rejected for Lower Prospect. The problem with introducing the same hours for the residents of Lower Prospect would prevent commuters parking there. Residents from other roads would be able to park shortly after 6pm and leave before 8am, which would not solve the problem of the residents asking for resident-only parking overnight. Each location had unique problems, and a blanket approach was not necessarily appropriate.

The **Mayor** and **Chair of Finance & Policy Committee** were asked to meet with the **Town Clerk** immediately after the meeting to sign Land Registry documents.

189/26 MINUTES

RESOLVED: that the minutes of the meeting held 24 August were confirmed as a true record and signed by the Chair

190/26 ACTION LOG

Members noted the updated action log.

#376 Bus Shelters: **Councillor Cleasby** was awaiting further detail, but had been told it was difficult, but not impossible, to provide LED boards at bus stops that did not have shelters.

191/26 PLANNING DECISIONS

Members noted the planning applications that had recently been determined by Wiltshire Council.

192/26 PLANNING APPLICATIONS

- a) **PL/2026/04858** – Replace the front door and canopy, matching the current versions like for like at 18 Kingsbury Street, Marlborough for Mr Peter Sharp
RESOLVED: that Marlborough Town Council has no objection to this application
- b) **PL/2026/04859** - Variation of condition 2 (approved plans/documents) relating to application PL/2025/05149 – seek to amend details of the approved development at Master’s Lodge, Bath Road, Marlborough for Marlborough College
RESOLVED: that Marlborough Town Council has no objection to this application
- c) **PL/2026/04913** – Add two-storey extension to rear to achieve shared living accommodation at Lara Lodge, Poulton Crescent, Marlborough for Mr & Mrs Davies
RESOLVED: that Marlborough Town Council has no objection to this application
- d) **PL/2026/05021** – Two storey extension to rear of property, with two storey extension to front of property at 15 Edwards Meadow, Marlborough for Nick West
RESOLVED: that Marlborough Town Council has no objection to this application
- e) **PL/2026/05236** – Erection of single storey side extension with pitched roof and rooflights following demolition of existing extension; Internal remodelling and alterations to fenestration; Change of roof from flat to pitched with rooflights over existing single storey extension; Application of white painted render to all elevations at 4 Elcot Close, Marlborough for Andy Goodman
RESOLVED: that Marlborough Town Council has no objection to this application

193/26 WILTSHIRE LOCAL PLAN SCOPING CONSULTATION

Members noted a scoping consultation and considered whether to make a corporate response. Discussion points included:

- A toolkit was available should Councillors be minded to hold a public scoping consultation, and whether to combine it with a screening of a planned WC public webinar on 17 September; if not, whether a meeting could be arranged with times that would allow young people to take part
- Areas Councillors wished to include within the scope of the Local Plan were:
 - Marlborough's declared housing emergency, primarily a shortage of social housing
 - To carry over policies about the conservation area and protection of green spaces from the Marlborough Area Neighbourhood Plan (MANP)
 - To include the whole of the MANP
 - The Youth Council's desire to improve the town for young people
 - Climate change and climate emergency – especially flood risk and mitigations such as SuDS and rain gardens, fire mitigation, as well as extreme temperatures
 - Depriming the A346
 - Supporting local shops and businesses
 - The level of empowerment for town and parish councils

RESOLVED: (i) that Marlborough Town Council will make a corporate response to the scoping consultation

RESOLVED: (ii) **Cllr Hall** and the **Town Clerk** to prepare the response on behalf of the Town Council

194/26 BRIEFING NOTE 26 – 16: FREIGHT ACTION PLAN

Members noted a briefing note issued by Wiltshire Council introducing a consultation on its new Freight Action Plan and considered whether to make a corporate response. Discussion points included:

- Ongoing issues with congestion on the A346; depriming the A346 with alternative north/south routes via the A350 (west) and A34 (east)
- Lane rental for utility companies
- Damage to infrastructure and the impact on neighbouring parishes (e.g. the bridge at Burbage Wharf; a fatality in Collingbourne Kingston)
- How freight movements will be measured, monitored and the rules enforced
- To include the expert opinion from the Atkins study (21 October 2024)
- To include the impact of the improvements to the A417/419 'missing link' and the resultant increase in freight traffic
- New distribution centres being built in Swindon (especially the former Honda site) and the expected increase in freight movements

RESOLVED: to make a corporate response to the Freight Action Plan consultation as discussed at the meeting

195/26 ROAD CLOSURE CONSULTATION

Members noted a road closure application consultation for Mop Fairs on 10 and 17 October.

Cllr Fogg reminded Members of the laws which applied to the Mop Fairs (the 1847 Towns & Markets Act the 1871 Fairs Act).

196/26 LOCAL HIGHWAY AND FOOTWAY IMPROVEMENTS GROUP (LHFIG)

Members noted the LHFIG action log. **Cllr Awbery** had recently attended a meeting, and the notes would be shared with the Committee once they had been received.

Members were reminded to promote the ongoing consultation about the pedestrian crossing point at Port Hill

197/26 SPEED INDICATOR DEVICES (SID)

Members noted the most recent SID data recorded at London Road between 11 and 24 August. It was disappointing that only 61% of outgoing traffic had been within the 30MPH speed limit. While this did not meet the 85% required for police enforcement, it was a suitable candidate for Community Speed Watch.

A reply was awaited from Wiltshire Council regarding the placement of the Town Council's SID at locations in Hyde Lane.

198/26 SEALED TRAFFIC ORDER – VARIOUS PARKING ORDERS

Members noted the details of sealed traffic orders to be implemented on 1 September relating to on and off street parking.

199/26 PROPOSED TEMPORARY CLOSURE OF VARIOUS ROADS, MARLBOROUGH

Members noted a proposed temporary road closure on 8 November 2026 for Marlborough's Remembrance Parade.

200/26 TEMPORARY ROAD CLOSURES

Members noted that Wiltshire Council had issued orders under Section 14(1) of the Road Traffic Regulation Act 1984 to close the following roads temporarily to all traffic:

- TTRO 11881: Preshute Lane (part), Marlborough from a point approximately 23m east of its junction with Bridge Street for a distance of approximately 300m in an easterly direction on 2 November 2026 between 09:30 and 15:30 for 3 days to enable Openreach to clear blockages and other associated works

- TTRO 11909: Rockley Road (part), Ogbourne St Andrew from property known as Stable Cottages for a distance of approximately 15m in a southerly direction on 11 November 2026 between 08:00 to 17:00 for 4 days to enable Thames Water Utilities to excavate and install new air valve and other associated works

The meeting closed at 8 pm

ITEM 5

ACTION LOG

To note and consider outstanding actions. For Highways actions please see agenda item 11.

Min #	Owner	Status & Mtg Date	Notes
#151 COMMUNITY SPEED WATCH			
359/22	Cllr Trow/ Deputy Town Clerk	24/04/23 In progress	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 25.9.23 Cllr Trow expressed interest in becoming involved Needs further consideration and support to progress 9.6.25 Mayor has arranged a meeting with a Devizes Councillor to share ideas 26.8.25 Meeting with Devizes not possible. More volunteers are coming forward 17.11.25 Revisit in one month 8.6.26: Cllr Trow had recently met with a resident keen to get involved, plus 2 others expressed interest. Cllr Trow to liaise with Deputy Town Clerk to contact Wiltshire Police to arrange training
#297 PROVIDE UPDATE ON PLAY AREA AT HAWTHORN MEADOWS			
PQT	Town Clerk/ Cllr Cleasby	14/07/25 In progress	On 21 July we received confirmation that ROSPA have approved the play area. On Thursday 22 July following a joint site visit, Wiltshire Council signed off the Play Area according to the original section 106 Planning agreement. This was with the condition that local arrangements agreed between Marlborough Town Council (MTC) and GreenSquare Accord (GSA) to complete some landscaping tasks and tree planting will be done by MTC later in the year when the weather conditions are favourable. MTC is now in the process of executing the final legalities for the play area (and Hawthorn Meadow) before the site is officially open. In the meantime, MTC will continue to monitor the area. 13 8 26 Transfer Deeds of Covenant signed and with solicitor. Land Registry TP1s will be presented to Full Council for signing. 24.8.26: some of the commuted sum has been received. Land Registry forms will be presented to Full Council in Sept to agree signatories; once signed and returned to Land Registry and confirmed by them, the land transfer to MTC will be complete 16.9.26: TP1 Land Registry documents sent to legal services

Min #	Owner	Status & Mtg Date	Notes
#366 PARKING ISSUES AT LOWER PROSPECT GARAGES			
33/26	Cllr Cleasby	18/05/26 In progress	Write to relevant agencies and request a joint meeting to look at solutions to help the parking and enforcement situation at Lower Prospect, taking account of everyone 18 5 26 Town Clerk reported that he had made contact with both the Police, Wiltshire Council, and Aster with a view to seeking assistance in a resolution to the conflicting parking interests around Lower Prospect. Neither agency had been able to offer any material assistance to the situation. Cllr Cleasby to write to relevant agencies and request a joint meeting to look at solutions taking account of everyone. It was clarified the HIR for resident parking at Lower Prospect remains with the LHFIG, and the next action is for Wiltshire Council Highways to liaise with Parking Services to investigate what the best option/s are. (LHFIG Action Log no. 325 –Ref 8-23-5) 13.7.26: Mayor and Town Clerk to write to Area Board to ask whether a community safety themed area board meeting could be arranged. Letter sent 5 August 2026. Planning meeting with Cllr Davies and WC Andrew Jack scheduled for 7.10.26
#370 SID REPORTS – HERD STREET AND LONDON ROAD			
47/26	Cllr Sheppard /Deputy Town Clerk	08/06/26 In progress	SID data Herd Street 1,056 of outgoing vehicles recorded 45-60MPH and London Road only 61% outgoing traffic within speed limit. JS to advise CW best person to contact at Police – CW to request enforcement action at both locations at appropriate time of day 13.7.26: Deputy Town Clerk has requested traffic surveys, sent to WC contractor 10 July 17.7.26 confirmation that applications for traffic surveys at three locations - Hyde Lane, London Road and Herd Street - have all been accepted and will be conducted after the summer holidays
#372 FORMER POLICE STATION, GEORGE LANE			
50/26	Town Clerk	08/06/26 In progress	371: Add sale of site to next Housing Working Party agenda 372: Check whether site is suitable to be listed as an Asset of Community Value 23 7 26 WC have stated via email; <i>'It is not necessarily out of the ACV scope as a PCC asset. When we make a decision, the two deciding factors are whether:</i> <i>• The building's current use, or use in the recent past, furthered the social wellbeing or social interests of the local community; and</i> <i>• It is realistic to think that a community-related use could continue or be reinstated in the future.</i> <i>If you can demonstrate that the former police station has been an important local facility and there is a credible future community use, then there is a reasonable basis for an ACV nomination no matter who owns the land/building. Please note the following factors would weaken it as a nomination:</i> <i>• The building was solely used as administrative or operational</i>

Min #	Owner	Status & Mtg Date	Notes
			<i>premises with little community function.</i> • <i>There is little evidence of social value to the community.</i> • <i>No realistic future community use can be identified.</i> 3.8.26: Cllr Cleasby to follow up with Cllr Trow's help
#376 WC ENHANCED PARTNERSHIP PLAN AND SCHEME (BUS STOPS/BUS SHELTERS)			
107/26	Cllr Cleasby	13/07/26 In progress	Check whether LED information panels can be used at bus stops where there are no bus shelters 14.9.26: Difficult, but not impossible. TBA
#387 LOCAL PLAN			
147/26	Cllr Cleasby	03/08/26 In progress	Find out when the housing sites information will be available to the public in Local Plan timetable

ITEM 6 PLANNING DECISIONS

To note planning applications determined by Wiltshire Council between 7 and 27 September 2026:

- a) **PL/2026/02456** – 2 Pewsey Road, Marlborough
 Like for like roof coverings repairs, and repointing repairs to chimney of house no 2. Windows repairs throughout houses no 2, 3 & 4 with replacement of window on house no 2 top left southern elevation. Front door replacement to no 2 and 3. Proposed resin injection stabilisation system to mitigate structural movement believed to be associated with subsidence
Decision: Approve with conditions **MTC:** No objection
- b) **PL/2026/03691** – Axholme, 47 London Road, Marlborough
 An extension to the existing lean-to implement storage shed
Decision: Approve with conditions **MTC:** No objection
- c) **PL/2026/04133** – Isbury House, 31a Kingsbury Street, Marlborough
 Replace existing clay plain roof tiles with clay double roman tiles, and replace pebble dash render dormer heads with clay plain tile cheeks with white uPVC cladding to dormer heads and cheeks
Decision: Approve with conditions **MTC:** No objection
- d) **PL/2026/04181** – 20 London Road, Marlborough
 Replacement front door and boiler flue
Decision: Approve with conditions **MTC:** No objection
- e) **PL/2026/04598** – 4 Stonebridge Close, Marlborough
 Conversion of car port to habitable space, conversion of garage. Removal of conservatory and internal alterations

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

f) PL/2026/04649 – West Drive, Pewsey Road, Marlborough

T1 Sycamore – Fell to ground level. T2 Holly – Fell to ground level. T3 Holly x 2 – reduce by 1-2m so both match in size and shape. T4 Western Red Cedar and Leyland Cypress growing as one – Fell to ground level

Decision: No objection **MTC:** Objects as there are no reasons given/not enough information to consider the felling of presumably healthy trees

Note: ...I have discussed the above-mentioned tree works notification with the agent and although both trees were considered to be potentially problematic due to their location to property, drains and parking a decision was made to withdraw the Sycamore T1 and Holly T2... at this time. A second notice is however likely to be forthcoming, which will be coupled with replacement tree planting proposal within the immediate vicinity. Any application will be considered by Wiltshire Council and Marlborough Town Council in the usual way. No objection was raised to the pruning of the Holly T3 and the removal of the conifers T4 due to their limited amenity value and quality. A decision has been issued for the work to trees T3 and T4 as detailed within the notice.

g) PL/2026/04806 – 21 London Road, Marlborough

Replace existing painted wooden front door with new painted wooden front door

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

h) PL/2026/04858 – 18 Kingsbury Street, Marlborough

Replace the front door and canopy, matching the current version like for like

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

i) PL/2026/04975 – 40 St Martins, Marlborough

Reduce the crown of one Pear tree by up to 40%

Decision: No objection **MTC:** No objection

ITEM 7

PLANNING APPLICATIONS

To consider consultations received from Wiltshire Council. Councillors and members of the public should contact the Town Clerk by midday on 5 October if they feel any of the following applications need full discussion at the meeting.

a) [PL/2026/05821](#) – Listed building consent (Alt/Ext) and [PL/2026/05396](#) – Householder planning permission

Proposed new external door (replace window) and associated internal and external alterations at 5 Silbury House 10, The Green, Marlborough for J Rowland

b) [PL/2026/05563](#) – Removal/variation of conditions

Variation of condition 3 (operating hours) to application E/2012/0177/FULL – 24hr Operation at Filling Station, Hertford Road, Marlborough for Motor Fuel Group

- c) [PL/2026/03915](#) – Householder planning permission
New extensions and internal alterations to the existing dwelling house, altered parking arrangements, a new garage outbuilding with ancillary accommodation in the roof and associated landscaping at 5 Elcot Close, Marlborough for Mr T Green
- d) [PL/2026/04742](#) – Householder planning permission: ***Amended plans/additional information***
Single storey rear extension replacing existing conservatory. Single storey front extension. Loft conversion with dormer window to match next door at 8 West Manton, Marlborough for Mr & Mrs Josh Mollart
- e) [PL/2026/05238](#) – Householder planning permission
Parking area to the front of the house with dropped kerb for access at 3 Savernake Crescent, Marlborough for Miss Phoebe Leader
- f) [PL/2026/05673](#) – Householder planning permission
Erection of new boundary fence and gate into parking area (part retrospective) at Dome House, 118 London Road, Marlborough for Miss Juliette Ward

ITEM 8

WORKS TO TREES

To consider consultations received from Wiltshire Council. Councillors and members of the public should contact the Town Clerk by midday on 5 October if they feel any of the following applications need full discussion at the meeting.

- a) [PL/2026/05575](#) – Notification of proposed works to trees in a conservation area
T1 – 2 x Beech trees – reduce limbs that extend towards chapel to give 3m clearance from building and back behind steps by 1m to suitable growth points and retain trees' natural shapes
T2 – Beech tree – crown raise over pathways up to 4m to suitable growth points at Chapel/ Leaf Block, Marlborough College, Bath Road, Marlborough for Marlborough College
- b) [PL/2026/05709](#) - Notification of proposed works to trees in a conservation area
T1 - Western Red Cedar tree - fell to ground level to allow more light into garden at 76A High Street, Marlborough for Mr Cullum
- c) [PL/2026/05746](#) – Notification of proposed works to trees in a conservation area
T1 – Golden Leylandii tree – reduction of height by one-third to encourage lower growth, avoid damage to adjacent buildings and increase light for neighbours.
T2 – Magniflora Grandiflora Exmouth tree – reduction in height by 1m and removal of branches overhanging conservatory at 27A Kingsbury Street, Marlborough for Gale Bellerby

To note a Wiltshire Council briefing on changes to winter resilience, and to consider the implications for Marlborough Town Council.

Briefing Note

The logo for Wiltshire Council, featuring the text "Wiltshire Council" in white on a green background with a white swoosh underneath.

Changes to winter resilience support and update on community emergency preparedness

Briefing Note No. 26 - 17

Service: Highway Operations

Further Enquiries to: Adrian Hampton

Date Prepared: 2/9/26

Introduction

This briefing provides an update on changes to Wiltshire Council's winter resilience arrangements and outlines the wider investment being made to strengthen community resilience, emergency preparedness and highway operations across the county.

Parish Emergency Assistance Scheme (PEAS)

The current Parish Emergency Assistance Scheme (PEAS), which provides some emergency equipment to local town and parish councils, will come to an end following the 2026/27 winter season, in March 2027.

The ending of the scheme reflects a change in the council's approach to community resilience, with support and investment continuing but being focused on a range of other initiatives. Town and parish councils that wish to continue providing this service will need to determine their own provision and funding arrangements beyond this date.

Wider investment in community resilience

Wiltshire Council is refocusing resources towards a broader resilience and preparedness programme designed to support communities before, during and after emergency events.

This includes investment and support through:

- Local Highways and Footway Improvement Groups (LHFIGs)
- Area Boards
- The Crisis and Resilience Fund
- The Digital Wiltshire Programme
- Community-based Emergency Contact Hubs

These initiatives are intended to strengthen local resilience, improve communication during emergencies, and help communities access a wider range of support mechanisms.

Investment in operational resilience

Alongside community-focused measures, the council is continuing to invest in its operational capability to respond to severe weather and maintain the highway network.

Planned investment includes:

- Development of a new highway salt depot at Hindon
- An additional £1m investment in resilience equipment including:
 - o Procurement of a new tractor to add to our fleet
 - o Additional snow ploughs
 - o Flail equipment
- Other specialist assets to strengthen winter maintenance and highway operations

The council is also continuing to invest significantly in highway drainage infrastructure to help communities better withstand extreme weather. Annual capital funding for drainage renewals has increased from £600,000 to £1.5m, representing a 150% increase in investment.

This additional funding is enabling more drainage assets, including gullies, pipework, culverts and other critical infrastructure, to be renewed and repaired across the county. Over time, this proactive approach will improve resilience, helping to reduce the frequency and severity of flooding incidents and better protect communities from the impacts of severe weather.

These investments are intended to build on and continue to improve the council's ability to keep roads operational, respond to severe weather incidents and support communities during periods of disruption.

Ongoing support for local councils

Although PEAS is ending, Wiltshire Council will continue to provide:

- Advice and guidance on community resilience planning
- Procurement support
- Information on sourcing and maintaining resilience equipment
- Assistance in developing local emergency arrangements

The council's intention is for town and parish councils to develop locally appropriate solutions while benefiting from wider county-wide resilience investment.

Collectively, these measures represent a significant enhancement of Wiltshire Council's ability to support communities before, during and after severe weather and emergency events.

More information

More information about weather events and flooding can be found at [Overview - Wiltshire Council](#)

Status

Wiltshire Council remains responsible for public highways.

Wiltshire Council has to date supplied MTC with approximately 50 x 25kg bags of salt. This salt is used in conjunction with snow and ice clearances at previously agreed key routes and locations as part of the council's Emergency Plan.

Clearance and gritting includes walking routes in the following areas:

1. From the High Street to roads prioritised by WC
2. From the High Street via paths to doctor's surgery, schools, and main bus stops
3. Routes from areas housing people vulnerable to isolation caused by snow and ice (as judged by the council during each period of snow/ice) to bus stops and local shops.

Implications for Marlborough Town Council

- The cost of 50 x 25kg salt bags is circa £450.
- To date, in balance this quantity has been sufficient to keep the target areas safe each winter.
- There is currently no dedicated budget for this so it is recommended that £500 is allocated as part of the 2027/28 budget.

Proposal

Members are asked to note the WC Briefing note on the PEAS Service reduction and consider a £500 budget for gritting salt as part of the Committee's 2027/28 budget request.

Town Clerk
24.9.26

ITEM 10

WILTSHIRE AIR NETWORK

To note an update from Wiltshire Council.

Interim Findings and Project Update

On 10 September the Public Protection Officer (Air Quality) wrote:

"Firstly, I would like to thank you for your continued support of the Wiltshire Community Air Network (WCAN). Thanks to your commitment, we have been able to collect an unprecedented amount of air quality data from communities across Wiltshire. Please find attached a PDF (see Appendix 1) summarising the six-month interim findings from the project. The report provides an overview of what we have learned so far from the network and highlights some of the key trends emerging from the data. As always, if you would like to explore the data from your sensor in more detail, you can view it on the PurpleAir real-time map: [Raw PM2.5 by PurpleAir](#)

As the project approaches the end of its official monitoring period on the 1st of October, I wanted to provide an update on what will happen next.

End of the monitoring period

- *The official one year WCAN monitoring period will end on **1 October 2026**. At this point, the ownership of the sensor transfers from Wiltshire Council to you. I will then archive all of the sensors. This means they will be removed from the PurpleAir map and de-registered from the project. However, **we encourage you to continue using your sensor after this date!***

- *Once ownership has transferred, you will be able to register the sensor using your own email address and choose a name for the sensor. I will send detailed instructions on how to do this towards the end of September. The process is straightforward, and I will be happy to help if you need any assistance.*
- *After the transfer, Wiltshire Council will no longer be managing or monitoring the network. However, PurpleAir provides a range of online guidance and support resources should you need help using your sensor: [dedicated online webpages](#)*
- *If you do not wish to continue operating your sensor after 1 October, please let me know. There are community groups across Wiltshire that would be pleased to make use of the equipment.*

What happens next?

- *Following the end of the monitoring period, we will undertake a detailed analysis of the full twelve-month dataset and prepare a final project report.*
- *We expect to share the final report in **early 2027**. We will also hold an online event to present the findings, reflect on what we have learned from the project, and discuss potential next steps for community air quality monitoring in Wiltshire.*
- *All WCAN hosts will be warmly invited to attend.*

In the meantime, thank you once again for your participation and support. The success of WCAN has only been possible because of the enthusiasm and commitment of our hosts across Wiltshire.”

Recommendation

Members are asked to note the findings and update.

Town Clerk
10.09.2026

ITEM 11 HIGHWAY AND FOOTWAY IMPROVEMENTS GROUP (LHFIG)

To consider the updated Wiltshire Council Area Board Local Highway and Footway Improvements Group action log following a meeting held in September.

a) Highway Improvement Requests (HIR)

No requests have been received.

b) LHFIG Action Log

To note and consider the updated action log. **Comments in bold type** indicate the item has been updated following receipt of the notes from the LHFIG meeting held 10 September 2026.

The next LHFIG meeting is Thursday, 21 January 2027 via TEAMS at 10am.

Requests are grouped in three categories: Prioritised schemes; Other potential schemes – not yet prioritised, and Other/new requests

i) Prioritised Schemes

PRIORITISED SCHEMES		
MTC Ref	MTC Notes	LHFIG Ref, Status & Notes
324 – FREES AVENUE TRAFFIC SPEED AND PEDESTRIAN SAFETY		
n/a	Raised by WC Highways not MTC	LHFIG Ref 8-19-10, List no.2 Concern about derestricted speed limit when travelling westwards from the new 40mph limit west of the cemetery. Request for SH to consider any options for reducing the speed limit between the new 40mph limit and Rockley and then discuss with MTC and Preshute PC. (RSW, MH, SJ). Further to concerns raised by MTC and Preshute PC, SH considers that the section of road between Rockley and the new location of 40mph near the cemetery could be reduced to 50mph without further speed limit assessment. This would require the advert procedure. Proposal sent to TC/PC for consideration. Request from SJ (Preshute PC) not to advertise due to concern about position of 50mph terminal signs near Rockley. SH to arrange TEAMS discussion with SJ and RSW regarding request to implement gates only. TEAMS meeting undertaken. SJ (Preshute) and RSW. 10.09.26 New request for gates on approach to Rockley from both directions. Also gates with signs at the 40mph limit along Frees Avenue. Request for existing signs to be replaced and lowered to be more aesthetic. LHFIG agreed for design and estimate to be progressed at both Rockley and at 40mph limit.

PRIORITISED SCHEMES		
MTC Ref	MTC Notes	LHFIG Ref, Status & Notes
325 – RESIDENTS PARKING SCHEME AT LOWER PROSPECT		
14.08.23 Min # 179/23 240/25 464/25	HIR supported by MTC at Planning Committee meeting on 14 August 2023. Reconsidered twice, supported each time. 30.3.26: RESOLVED that Marlborough Town Council supports the request for a residents parking scheme at Lower Prospect similar to the successful scheme at Kennet Place (suggested as “residents only” between 17:00-07:00) and WC notified. Discussed at LHFIG meeting 7 5 26; WC Highways to consider options. 18 5 26 Town Clerk reported that he had made contact with both the Police, Wiltshire Council, and Aster with a view to seeking assistance in a resolution to the conflicting parking interests around Lower Prospect. Neither agency had been able to offer any material assistance to the situation. Cllr Cleasby to write to relevant agencies and request a joint meeting to look at solutions taking account of everyone. It was clarified the HIR for resident parking at Lower Prospect remains with the LHFIG, and the next action is for Wiltshire Council Highways to liaise with Parking Services to investigate what the best option/s are.	LHFIG Ref 8-23-5, List no. 3 LHFIG status: Open Request for overnight residents parking (same basis as Kennet Place). Further to the concerns at Kennet Place, MTC to establish the way forward for residents parking requests. To be reviewed once the scheme at Kennet Place has been implemented. Need to review how Kennet Place has progressed. Discuss at a MTC Planning meeting (6th Jan) with local residents, before next LHFIG (30th Jan). It was agreed that the results from the Kennet Place residents parking scheme were generally positive. The TC will continue to monitor any issues. The group agreed that a scheme for residents parking at Lower Prospect should be progressed. SH to investigate proposal and liaise with RSW where necessary. Not discussed at the May (2025) LHFIG meeting. Timed waiting restrictions may be more appropriate. Discussion and clarification required. This will require prioritisation for further development and advert for changes due to current LHFIG budget being fully committed. Timed waiting restrictions may be more appropriate. Discussion and clarification required. MTC to discuss at their Planning meeting. MTC still agree this is relevant. However, feedback to Kennet Place has still not been obtained by MTC. Further discussion with MTC required. 7 5 26 – options to be considered 10.09.26: Questionnaire and feedback from residents to understand the issues. Parking services will not carry out parking checks overnight. A solution proposed offered parking for permit holders between 7am and 7pm. Targeted checks could be undertaken just after 7am and just before 7pm. This

PRIORITISED SCHEMES		
MTC Ref	MTC Notes	LHFIG Ref, Status & Notes
	3.8.26: letter from Mayor and Town Clerk being sent to Area Board suggesting community safety themed meeting 24.8.26: RESOLVED: (i) to ask Wiltshire Council why the scheme already implemented at Kennet Place could not be applied at Lower Prospect RESOLVED: (ii) to ask the request to be considered in the context of wider issues related to parking at Lower Prospect at the proposed Area Board meeting dealing Page 6 with community safety 27 8 26 Email sent to WC Highways asking, 'why similar permit times as Kennet Place cannot be adopted and enforced?' 4 9 26 WC Highways replied to say '<i>The initial request was for residents parking between 5pm and 7am. The main aims were to prevent commuter parking and residents from other roads parking overnight. Wiltshire Council cannot offer effective enforcement for overnight parking. A proposal offered Mon to Sun 7am to 7pm for permit holders. Targeted checks could be undertaken just after 7am and before 7pm. This would help to prevent commuter parking. Residents from other roads wouldn't be able to park until after 7pm and would have to leave by 7am</i>	would help to prevent commuter parking. Residents from other roads wouldn't be able to park until after 7pm and would have to leave by 7am, so this would be a deterrent for evening parking for non-permit holders. MTC have concerns with this proposal and to decide on a policy for residents parking within Marlborough.

PRIORITISED SCHEMES		
MTC Ref	MTC Notes	LHFIG Ref, Status & Notes
	<i>so this would be a deterrent for evening parking. By not including a limit of 2 hours and no return within 2 hours, parking possibility would be reduced for non-residents and would be easier to enforce. However, by not having an option for non-residents to park for up to 2 hours may result in empty parking availability during the day. This compromise solution seems to be generally favourable with the residents at Lower Prospect. The parking at Kennet Place was for 8am to 6pm, residents only or 2 hours, no return within 2 hours. The problem with introducing this for the residents at Lower Prospect would be that although commuters wouldn't be able to park, residents from other roads could park shortly after 6pm and would be able to comfortably leave in the morning by 8am. If residents parking is introduced more widely in the Lower Prospect area, even if there is an option to park for up to 2 hours, this is not helpful for commuters trying to park for a working day. Each location has a unique set of problems, and a blanket approach is not necessarily appropriate for addressing parking issues at a location. However, introducing residents parking at Lower Prospect could encourage further requests at other</i>	

PRIORITISED SCHEMES		
MTC Ref	MTC Notes	LHFIG Ref, Status & Notes
	<i>locations reducing the availability of parking for commuters.'</i>	
326 – RESIDENTS PARKING AT ORCHARD ROAD		
22.05.23 Min # 42/23 240/25 464/25	HIR supported by MTC Planning Committee on 22 May 2023. Reconsidered 27.10.25, supported 30.3.26: RESOLVED: to write to LHFIG to confirm this request is still relevant and is supported by the Director of Sixth Form at St Johns School 3.8.26: Town Clerk, applicant and Highways Officer meeting on site w/c 12 August	LHFIG Ref 8-23-7, List no 4 LHFIG Status 25/26 Prioritised Schemes Request for residents parking. To be reviewed once the scheme at Kennet Place has been implemented and then MTC can establish an overall view on residents parking in the town. Need to review how Kennet Place has progressed. Discuss at an MTC Planning meeting (6th Jan) with local residents, before next LHFIG (30th Jan). Further to the positive results at Kennet Place, the group agreed that a scheme at Orchard Road should be progressed. SH to investigate proposal and liaise with RSW where necessary. Not discussed at the May LHFIG meeting. Timed waiting restrictions may be more appropriate. Discussion required. This will require prioritisation for further development and advert for changes due to current LHFIG budget being fully committed. Timed waiting restrictions may be more appropriate. Discussion and clarification required. MTC to consider if this is still required as it is understood that pupils are now parking within the school premises. MTC still agree this is relevant. This is required to prevent pupils from the nearby school from parking. Timed waiting restrictions discussed but although this would prevent pupils from parking, it would also prevent residents parking. There is a process to be followed for residents parking. SH to check the current process and liaise with the requestor and RSW. Email received from WC Highways, on agenda for 20 4 26. 7 5 26 - Information sent to RSW and requestor. Site meeting to be undertaken to discuss possible improvements.

PRIORITISED SCHEMES		
MTC Ref	MTC Notes	LHFIG Ref, Status & Notes
		10.09.26: Site meeting undertaken. It was agreed that residents parking would not be appropriate at this location, but a scheme for 'No waiting at any time' would be developed for discussion with residents. Agreed to be progressed.
340 - DUCKS MEADOW, REMOVAL OF WAITING RESTRICTIONS		
17.03.25 Min # 409/24	Yellow lines across drive entrances to two properties to be removed	LHFIG Ref 8-24-34 List no 10 7 5 26 Site measurements undertaken. To be advertised. 10.09.26: With TRO team for advertisement, likely to be late September
342 – KINGSBURY STREET/SILVERLESS STREET – BOLLARD		
04.08.25 Min # 138/25	Moved from 'Other potential schemes not prioritised' to 'Prioritised' list. HIR considered 4 August 2025 to prevent HGVs causing damage to 42 Kingsbury Street. RESOLVED: that Marlborough Town Council supports the request to be submitted to LHFIG, especially to support adding a protective bollard and to consider whether a weight restriction could be added to Silverless Street	8-24-40 List no 11 Corner of Silverless St. Request for bollard to protect No 42. Request for SH to propose solution for next LHFIG meeting. TEAMS/site discussion SH/RSW. SH has discussed with RSW and the property owner. SH has visited the site and it should be possible to progress a solution subject to underground services. The group agreed for this to progress. 10.09.26: Works Order submitted to M Group for programming 25.9.26: COMPLETE
329 – POULTON HILL SAFETY IMPROVEMENTS		
HIR approved 10.6.24 min no 54/24	Sept 26: Moved to LHFIG 'Prioritised' list HIR supported on 10 June 2024 to address the issue of road safety issues to people	8-24-12, 8-24-31 List No 13 Request with double yellow lines on Poulton Hill. Maximise footway by cutting back vegetation. Pothole filling and resurfacing. White edge line along footway edge. Bar markings adjacent to slow markings/ 30mph signs.

PRIORITISED SCHEMES		
MTC Ref	MTC Notes	LHFIG Ref, Status & Notes
	and children on narrow pavements at C5 from the bottom of Poulton Hill from start of 30mph restriction (travelling from Mildenhall) past Tin Pit Rd to St Martin's	The Group agreed for this to be considered and progressed if possible. 10.09.26: SH discussion with RSW. Some maintenance required. Proposal for white edge line adjacent to footway. 'Road narrows' or similar warning sign at junction with Coldharbour Lane. To be developed and submitted to MTC for approval before implementation
334 – MANTON 6 POINT TRAFFIC PLAN, ITEM 3 – REQUEST FOR PARKING RESTRICTIONS		
	Sept 26: Moved from 'Other/new requests, not yet prioritised' to LHFIG 'Prioritised' list	8-24-24 List no 14 Item 3 inappropriate parking - request for parking restrictions. Refer to 8-24-22 7 5 26 The group agreed for this to be considered and progressed if possible 10.09.26: Site meeting with RSW and Manton Residents undertaken. Double yellow lines requested but it was recognised this would be contentious with the residents. Marking of a bus stop by Bergamot Cl to prevent parking would be preferred. SH to investigate further
335 – MANTON 6-POINT TRAFFIC PLAN, ITEM 4 – INSTALLATION OF ADDITIONAL STREET LIGHTING		
	Sept 26: Moved from 'Other/new requests, not yet prioritised' to LHFIG 'Prioritised' list MTC note – 7 5 26 LHFIG; WC Highways to see if can be progressed separately aside from LHFIG.	8-24-25 List no 15 Initial estimate from Atkins for all 5 columns would be in the region of £60K but there are assumptions made. If to be continued, then wait until the new term consultant is active. SH to discuss further with RSW

ii) Other potential schemes – not yet prioritised

OTHER POTENTIAL SCHEMES – NOT YET PRIORITISED		
MTC Ref	Notes MTC	Notes LHFIG
MTC Ref: 89 SAFE CROSSING POINT PORT HILL TO THE COMMON		
02.11.20 Min # 256/20	02.11.20: 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. 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. 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? 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. 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.	LHFIG Ref: 8-23-20, List no 1 LHFIG status: 26/27 Other potential schemes – not yet prioritised Notes: Request for signage and road markings to reduce speeds to 30MPH at the existing signs. 1. Suggestion to consider a 40mph limit in advance. 2. Enhancements to existing crossing point to include ‘Pedestrians in road’ signage. 3. Bar markings 4. ‘SLOW’ on both sides of carriageway on approach to crossing. 5. Highways maintenance to cut back foliage along the side of the highway. SH to check DfT guidance. SH to provide clarity on why 40mph buffer zones are not used in Wiltshire. SH reiterated idea that Wiltshire don’t use buffer zones as ‘no evidence that they work’. CT flagged that they are cited in the Dft guidelines and WC policy is to adopt the guidelines (not cherry pick based on local views). Metro count 2-3 years ago flagged a significant % speeding, high enough to warrant police enforcement. But police H&S review suggested it was not safe enough for police to undertake the enforcement as the appropriate distance from the Speed Limit point is on the junction with The Acres, the turn along the Common and Herd St bend/hill. Would help if the 30mph signs were visible – flagged before but not yet actioned – and the rumble bars improved.

OTHER POTENTIAL SCHEMES – NOT YET PRIORITISED		
MTC Ref	Notes MTC	Notes LHFIG
	31.3.23 SID guidelines being revisited to reassess if can install pole. RSW re-stated to Police the need for enforcement. 15.3.23 Enforcement action taken by Police February & March 2023; no evidence for speeding. 12.6.23: Cllr Thomas to follow up with WP. Town Clerk re-requested enforcement action at Police Tasking meeting 20.7.23. 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. Considered by LHFIG on 25.1.24 – Highways Engineer to check whether 40MPH buffer zone is feasible 12.7.24 Discussed at LHFIG 11.7.24 WC Highways Engineer advised was not possible. This was challenged by MTC/WC Councillors, and the engineer undertook to recheck if this is the case; and if so, provide an explanation including the relevant guidance and reasons for this judgement 2.12.24 LHFIG reps still pushing for response on slowing down buffer zone. Cllr Farrell asked whether police could provide evidence of ‘no speeding’? Advised Area Board on 3.12.24 is “all things policing” and to ask in person 3.4.25 RE Possible new pole for SID – Land parcel has substation and x2 BT boxes on it; Grounds Manager booked to do CAT and GENNY training 4.4.25 to enable to Grounds Manager to locate if or where underground cables are and assess if it is safe to install a pole. Survey to be carried out 6.4.25. 23.4.25 Survey clear. Indicative plan submitted to WC for permission to install. 7.5.25 Preliminary permission granted by WC Highways; currently in the process of agreeing a date to do the works. 4.7.25 Pole installed, on portable SID rota.	Delegated to Signage Team for consideration of a solution. MC to pursue hedge cutting. CT to write to Dave Thomas with evidence of buffer zones on the network. SID being implemented and hedge trimming undertaken. Traffic calming requested. SH/RSW to discuss. Group to consider having an assessment for a formal signalised pedestrian crossing. Concern that the pedestrian count would not be representative as it is understood that pedestrians from the housing to the east of the A346 would not use the current crossing of the A346 at Port Hill. SH to query whether consultation with residents would be a viable way forward. 7 5 26 Pedestrian count required. We would have to undertake the pedestrian count, but the Town Council can also carry out a local consultation. It was agreed that MTC would undertake a local consultation to determine where pedestrians cross the road to access The Common. The Town Clerk and Deputy Town Clerk had started work on how this might be done, and will report to the Committee their proposed implementation plan. 10.9.26: Marlborough TC undertaking local consultation.

OTHER POTENTIAL SCHEMES – NOT YET PRIORITISED		
MTC Ref	Notes MTC	Notes LHFIG
	At the LHFIG meeting on 9.10.25 the members pressed the importance of this application to WC Highways. 12.1.26: resolved to write mayoral letter to Chief Executive. Response to letter received on 4 2 26 -refer to agenda report. At the LHFIG meeting on 5.2.26 the Highway's engineer advised the only intervention that could be explored is to install an actual pedestrian crossing, and undertook to investigate the options for assessing its feasibility (i.e. footfall data, plus community consultation of need?) 16.2.26: check whether original petition is still on file 16.2.26: Cllrs Cleasby & Shantry to press for meeting with Cabinet Member for Highways to demonstrate the issue and seek a resolution with a matter of urgency. 19.2.26: No petition can be located on file 30.3.26: Councillor Shantry would discuss this with the Cabinet Member for Highways at a meeting the following day Cabinet Member has confirmed that MTC must pursue this request via LHFIG. At LHFIG 7 5 26 WC Highways agreed for MTC to carry out local consultation first, to help inform how and where to implement a pedestrian count. 18 5 26 The Town Clerk and Deputy Town Clerk had started work on how this might be done and will report to the Committee their proposed implementation plan. 13.7.26: Report for August meeting with proposals for consultation 3.8.26: Cllr Cleasby to contact the Cabinet Member for Highways to challenge the reluctance for a buffer zone, and invite them to visit Port Hill perhaps in September on a weekday around 5pm 25.8.26: Survey launched, closes end September	

OTHER POTENTIAL SCHEMES – NOT YET PRIORITISED		
MTC Ref	Notes MTC	Notes LHFIG
328 – DROPPED KERB, KINGSBURY STREET/HIGH STREET JUNCTION NEAR PATTEN ALLEY		
06.01.25 332/24 465/25	HIR supported by MTC Planning Committee on 6.1.25 30.3.26: Dropped kerb at Kingsbury Street to allow wheelchair access to St Marys Church: a maintenance solution had been implemented but not considered successful. There was a proposed intervention in the Town Centre Vision Development Plan to improve crossing near this area: if agreed this could be submitted as a separate highways proposal. In the meantime, there was still an issue for people crossing the road at this point and therefore the HIR was still relevant. RESOLVED: to request dropped kerbs on both sides of the carriageway at the junction of Kingsbury Street and High Street adjacent to the entrance to Patten Alley. 31 3 26 Email sent to re-confirm if dropped kerb is still required. 7 5 26 WC Sheppard to contact WC Highways maintenance team manager to be asked if a better attempt to 'tarmac' the kerbs can be achieved. 13.7.26: Cllr Cleasby & Town Clerk looking at funding options	LHFIG Ref: 8-24-28, List no 4 LHFIG Status: 25/26 Prioritised Schemes Notes: Request for dropped kerb sufficient for disabled resident to access St Mary's Church. This issue has been attempted to be resolved in the past with difficulty. SH/MC to meet with the aim to identify a possible solution. Discussed separately following the LHFIG meeting. MC to investigate maintenance solution to increase tarmac surface level adjacent to the dropped kerbs on each side of the carriageway with the aim to reduce current upstands between 0 to 2mm Maintenance solution implemented but not considered successful. The Town Centre working party are in the process of discussing improvement solutions for the vicinity of Kingsbury Street. 7.5.26: SH concerned about bus routing along Kingsbury Street and will ask Passenger Transport Team if this can be avoided 10.9.26 Town Council to decide whether to request working party ideas through LHFIG

iii) Other requests/new requests

OTHER REQUESTS/NEW REQUESTS			
MTC Ref	Location	LHFIG Ref	Notes
331 11.11.24 285/24	Footpath between 80 and 82 Five Stiles Road	8-24-20 List no 1	Signage/calming to slow cyclists before a bend. Also, a grit bin for icy conditions would be appropriate. Review at next LHFIG meeting MTC would arrange for grit bin installation 27 5 26 Grit bin investigated by MTC; location does not sit within snow and ice plan agreed with WC, which targets vulnerable sites to maximise supplies of grit (RSW)
332 24.7.23 145/23 2.12.24 309/24	Manton - 6 point traffic plan	8-24-22 List no 2	Item 1. Introduce 20mph speed limit. Each of the items 5, 6, 76, 8, 9, 10 for the Manton 6 point traffic scheme to be discussed for order of priority at the next LHFIG meeting The 6-point plan was discussed and many of the proposals could be progressed through 'Taking Action on School Journeys'. The PC to discuss with the school with consideration to update the school travel plan.
333	Manton - 6 point traffic plan	8-24-23 List no 3	Item 2. New road priorities and signing. 1. Priority direction on Kennet bridge 2. One way system peak time signing 3. A4 Bath Road signing for Preshute School. Refer to 8-24-22 above
336	Manton - 6 point traffic plan	8-24-26 List no4	Item 5 additional virtual footpath Refer to 8-24-22
337	Manton - 6 point traffic plan	8-24-27 List no 5	Item 6 extended bus stop markings at primary school Refer to 8-24-22 10.9.26 Discussed at the meeting with RSW and Manton residents. Could be progressed but not discussed at the LHFIG

OTHER REQUESTS/NEW REQUESTS			
MTC Ref	Location	LHFIG Ref	Notes
338 24.4.25 398/24	High Street	8-24-32 List no 8	Request for taxi rank outside the Castle & Ball to be assessed for additional car parking space
339 24.2.25 398/24	Culvermead Close	8-24-33 List no 9	Request for yellow lines in turning area
341 9.6.25 48/25	Tesco Roundabout	8-24-36 List no 10	Traffic back up preventing vehicle access in and out of new development off the roundabout
343 15.9.25 176/25	Silverless Street	8-24-41 List no 13	Large vehicles entering Silverless Street from both directions
344 12.1.26 333/25	A4 by the College	8-26-01 List no 15	Request for 20mph speed limit from the College to High Street
345 12.1.26 333/25	Kingsbury Street	8-26-02 List no 16	Request to reduce length of NWAAT (no waiting at any time) to allow for one extra space outside no 32
368 17.2.25 417/25	Riding School Yard/High Street	8-26-07 List no 18	Riding School Yard – private access between Hannah’s Travel and Waitrose 1. Concern about parking in front of the access 2. General public entering the access 7.5.26 SH has discussed with JS. There are double yellow lines but enforcement is not working. There are no additional highway signs or road markings that are appropriate. Residents can install their own signs on the property wall e.g. ‘Private, No Access’ or ‘Keep Clear, Private Access’ 10.9.26 Agreed to be CLOSED

OTHER REQUESTS/NEW REQUESTS			
MTC Ref	Location	LHFIG Ref	Notes
369 2.2.25 417/25	Stonebridge Close/Elcot Lane junction	8-25-05 8026-06 List no 17	Request for yellow lines – difficult entry and exit into Stonebridge Close due to vehicles parking at the junction in Elcot Lane
391 3.8.26 144/26	Culvermead Close RESOLVED: (i) that Marlborough Town Council supports the request for a dropped kerb to aid pedestrian access being submitted to LHFIG for consideration RESOLVED: (ii) Full Town Council to consider whether a ‘whole town’ view or policy is required on residents parking scheme applications RESOLVED: (iii) to defer a decision on whether to support parking restrictions or a residents parking scheme to a later meeting to consider alongside existing LHFIG request for double yellow lines in turning circle (Ref 8-24-33) and to seek the views of a Highways Officer	8-26-14 List no 19	Added to LHFIG list Request for dropped kerbs to access cottages # 7, 8, 9, 10

OTHER REQUESTS/NEW REQUESTS			
MTC Ref	Location	LHFIG Ref	Notes
392	Silverless Street	8-26-09 List no 20	Added to LHFIG list Request for No Entry for HGVs at both ends of Silverless Street
393	Silverless Street/Herd Street junction	8-26-10 List no 21	Added to LHFIG list Concern about the road markings being correct to reflect no access for vehicles from Herd Street into Silverless Street
394	New Road	8-26-12 List no 22	Added to LHFIG list Request for restrictions on single yellow lines to be removed and double yellow lines to be reduced to allow parking
395	The Green	8-26-11 List no 23	Added to LHFIG list Request for increased parking at The Green, leading to Oxford Street
396	Port Hill	8-26-13 List no 24	Added to LHFIG list Request for 30mph limit in advance of the Golf Club

Recommendation

Members are asked to consider the above and instruct the Town Clerk accordingly.

Town Clerk

24.09.2026

ITEM 12

SPEED INDICATOR DEVICES (SID)

To consider SID data recorded at Port Hill from 25 August to 7 September and the SID rotation plan. Reports can be found at Appendix 2.

SID Locations

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

- Bath Road (2 locations, in 30MPH and 40MPH zones)
- Chopping Knife Lane
- George Lane
- Kingsbury Street
- London Road (2 locations)
- Port Hill
- Poulton Hill

Two potential poles for a SID have been identified in Hyde Lane; awaiting a response from Wiltshire Council about whether these can be used.

At the date of this report the SID was located at George Lane.

Recommendation

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

Deputy Town Clerk

10.09.2026

ITEM 13

TEMPORARY ROAD CLOSURES

To note that Wiltshire Council has issued **seven** Orders under Section 14(1) of the Road Traffic Regulation Act 1984 and the Town Police Clauses Act 1847 to close roads temporarily to all traffic.

Closures and diversion routes will be clearly indicated by traffic signs. It is anticipated that the works will take the stated duration to complete depending upon weather conditions. Access will be maintained for residents and businesses where possible, although delays are likely due to the nature of the works. Unless stated otherwise, Orders have a maximum duration of 18 months.

Listed in order of start date.

a) Urgent Closure of: A346 Port Hill, Marlborough

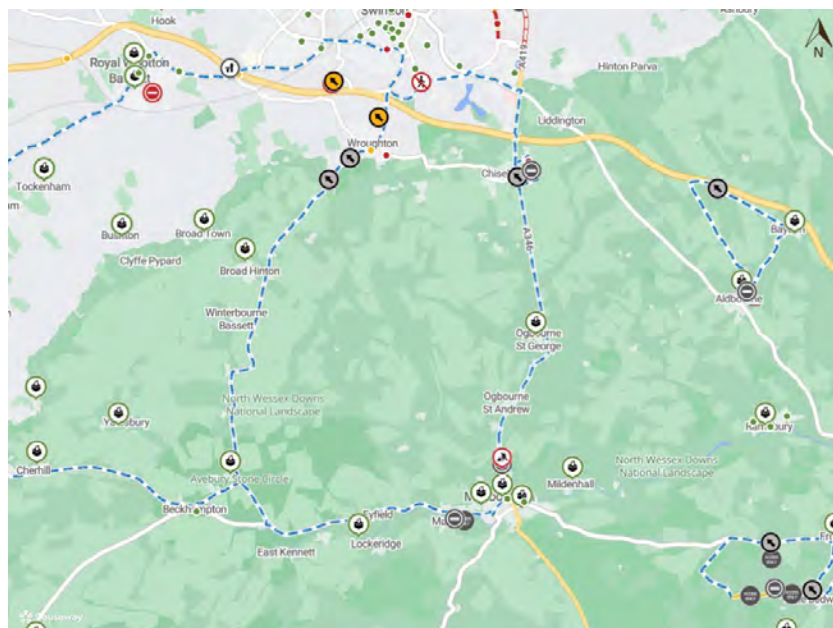
From approximately 370 metres north of its junction with North View Place for approximately 730 metres north

To enable M Group on behalf of Wiltshire Council to carry out urgent Bobcat patching and associated works.

Alternative route via A346, Bath Road, A4 Bath Road Marlborough Road, Beckhampton Road, A4361, B4006 Pipers Way, Marlborough Road, A4259 East, A419 South, M4 junction 15 roundabout, A346 south to Ogbourne Maizey and vice versa.

These works will commence on **6 October 2026** and are anticipated to be required for **2 nights between the hours of 19:00 and 23:59**.

For further information regarding these works please contact M Group on behalf of Wiltshire Council 07743984583. [The closure can also be found on one.network](#)



b) Temporary Road Closure Order Town Police Clauses Act 1847

Wiltshire Council

Temporary Road Closure Order Town Police Clauses Act 1847

IN ACCORDANCE with Section 21 of the Town Police Clauses Act 1847, which section gives Wiltshire Council ("the Council") the power to make an Order for roads within its administrative area to be closed temporarily to all vehicular traffic (and for alternative routes to be observed) for the purposes of preventing obstruction.

The Council **HEREBY ORDERS**

On: **Friday 09th October 2026** from **12.00 (midday)** to **Sunday 11th October 2026** at **08.00**.
And: **Friday 16th October 2026** from **12.00 (midday)** to **Sunday 18th October 2026** at **08.00**.

Purpose: **Marlborough Little Mop and Big Mop Chartered Fairs**

That the following roads and streets in the town of **Marlborough** are to be closed (save in any case of emergency) to all vehicular traffic as set out below:

- a. **High Street**; from its junction with Bridewell Street / Pewsey Road in a northerly direction to its junction with Kingsbury Street / New Road.
- b. **Kingsbury Street (Part)**; from its junction with High Street in a north-westerly direction to its junction with Silverless Street.
- c. **New Road**; from its junction with High Street in an easterly direction to its junction with Barn Street / London Road.

Nothing in this Order shall prevent vehicles from proceeding in the said lengths of road when being used in connection with the event stated above.

Nothing in this Order shall apply so as to prevent any person from causing or permitting any vehicle that is a bus from entering the length of road specified in part c (New Road) in the schedule of this Order when turning right from The Parade.

In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:-

"bus" has the meaning defined in Regulation 2 of the Traffic Signs Regulations and General Direction 2016;

This Order is made the 28th day of September 2026

Signed by SAMANTHA HOWELL
Director Highways and Transport

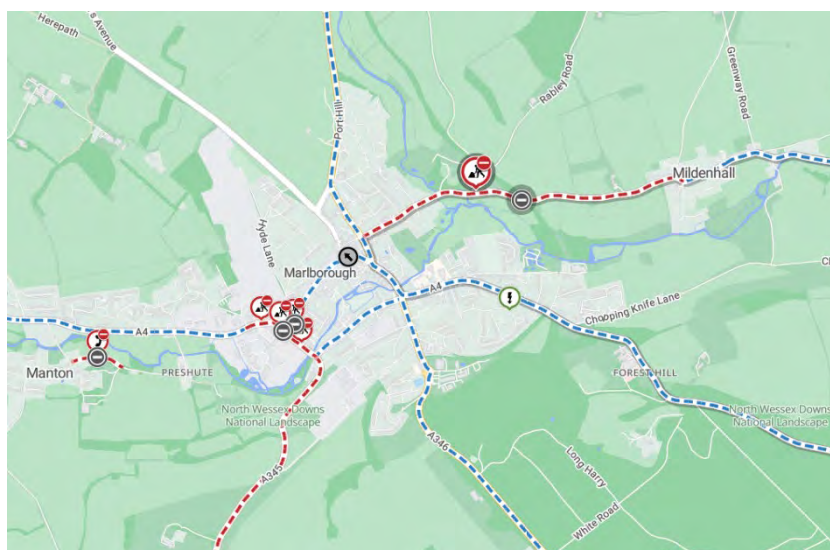
c) C6 (Part), Marlborough and Mildenhall (TTRO 11934)

From its junction with A346 to its junction with Woodlands Road

To enable Wiltshire Council to carry out carriageway retexturing.

Alternative route via C6 (unaffected length) – C194 – A4 – A346 and vice versa.

This Order will come into operation on **2 November 2026** and the closure will be required **between the hours of 08:00 and 18:00 for 5 days**.



For further information please contact Wiltshire Council on 0300 456 0105. The closure can also be found on one.network here: <https://one.network/?tm=GB152066485>

d) Preshute Lane (Part), Marlborough (Ref: TTRO 11881)

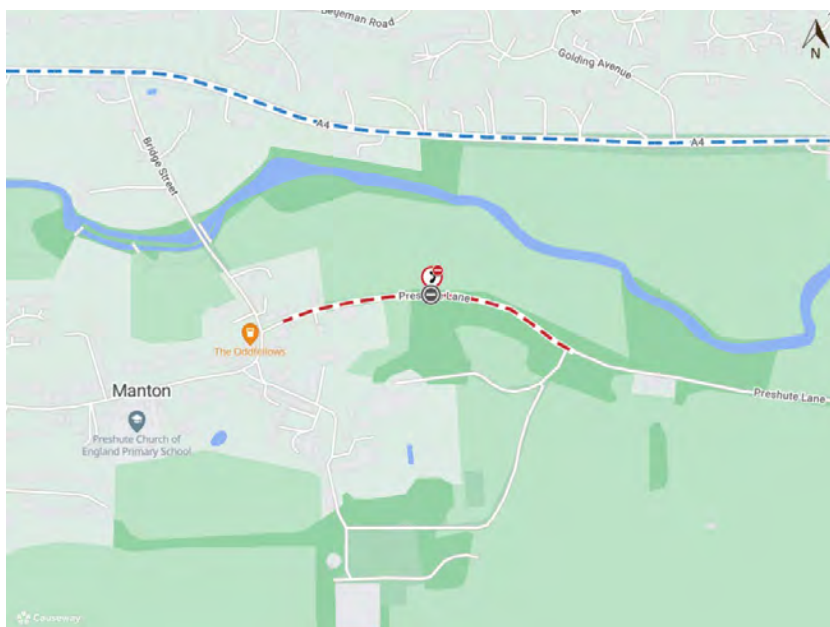
from a point approximately 23m east of its junction with Bridge Street for a distance of approximately 300m in an easterly direction

To enable Openreach to clear blockages and other associated works. No alternative route is available.

This Order will come into operation on **2 November 2026** and the closure will be required between the hours of **09:30 and 15:30 for 3 days**.

For further information please contact Openreach on 08000282229.

[The closure can also be found on one.network](#)



e) A345 (part), Marlborough, Savernake, Wilcot, Huish & Oare (TTRO 11935)

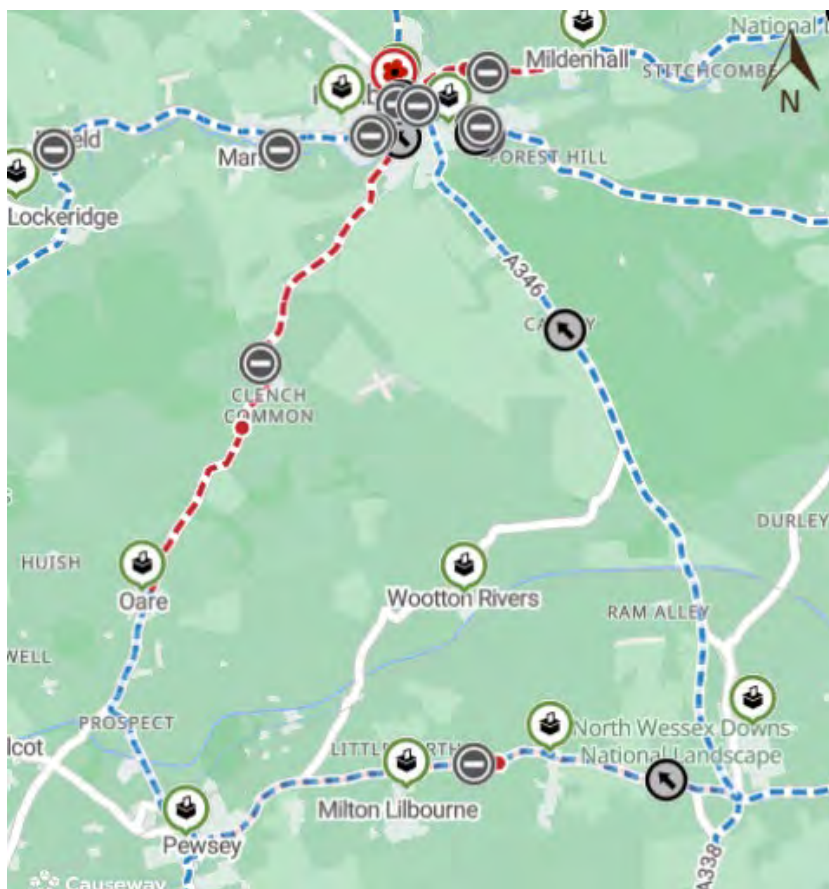
From its junction with B3052 for a distance of approximately 6.5km in a southerly direction

To enable Wiltshire Council to carry out carriageway retexturing.

Alternative route via A345
(unaffected length) – B3087 – A346
– A4 and vice versa.

This Order will come into operation on **3 November 2026** and the closure will be required **between the hours of 08:00 and 18:00 until 9 November 2026**.

For further information please contact Wiltshire Council on 0300 456 0105. [The closure can also be found on one.network](#)



f) C189 (Part), Aldbourne and Ogbourne St George (TTRO 11937)

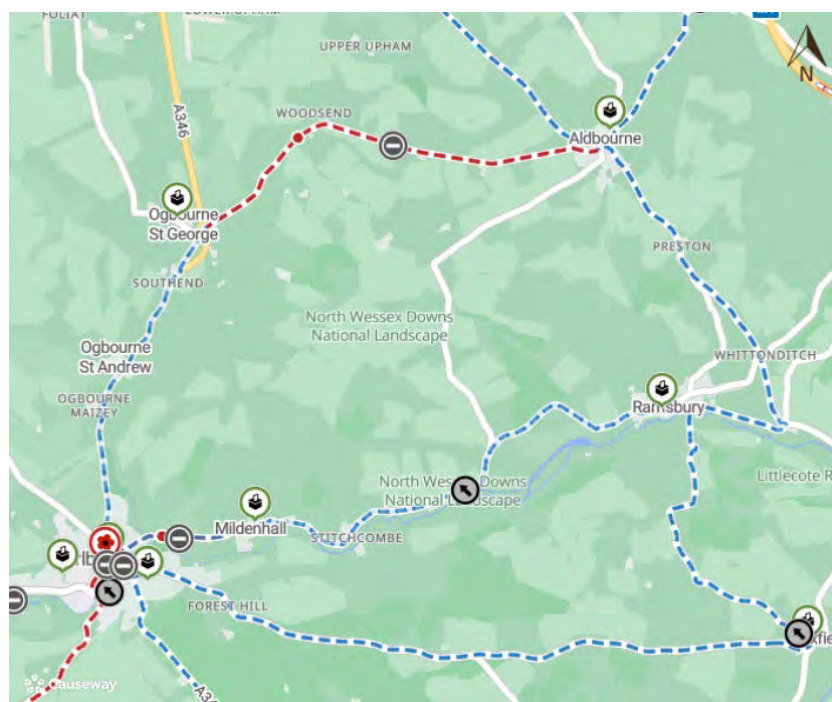
From its junction with C190 to its property known as Chapel Meadow Yard

To enable Wiltshire Council to carry out carriageway retexturing and other associated works.

Alternative route via C189
(unaffected length) – A346 – C6 – B4192 and vice versa.

This Order will come into operation on **4 November 2026** and the closure will be required **between the hours of 08:00 and 18:00 until 10 November 2026**.

For further information please contact Wiltshire Council on 0300 456 0105. [The closure can also be found on one.network](#)



Rockley Road (Part), Ogbourne St Andrew (Ref: TTRO 11909)

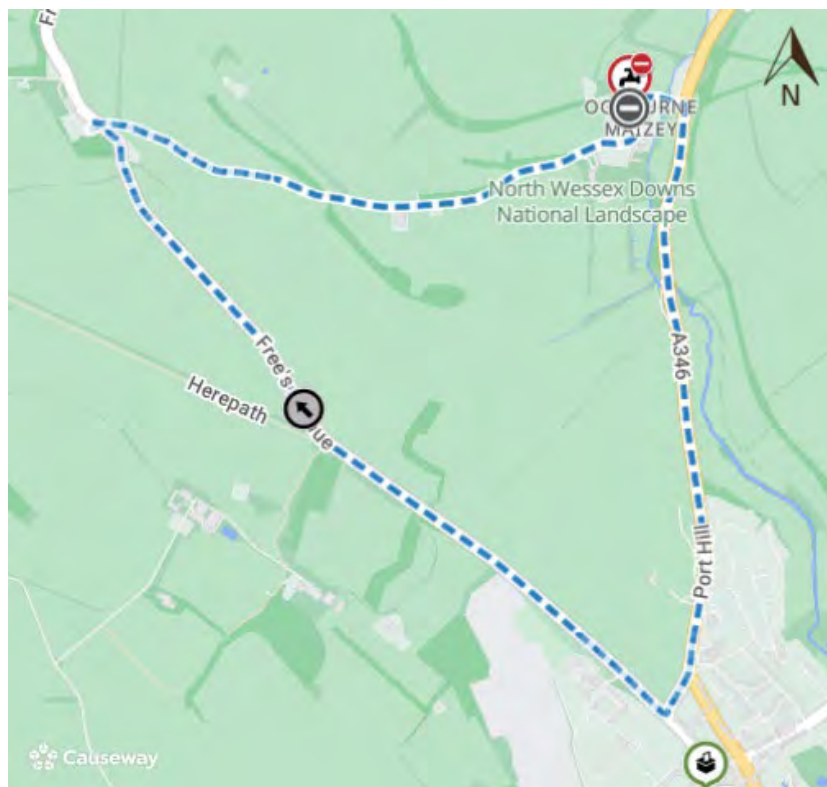
from its property known as Stable Cottages for a distance of approximately 15m in a southerly direction

To enable Thames Water Utilities to excavate to install new air valve and other associated works.

Alternative route via Rockley Road (unaffected length) – Frees Avenue – A346 – Rockley Road (unaffected length) and vice versa.

this Order will come into operation on **11 November 2026** and the closure will be required between the hours of **08:00 and 17:00 for 4 days**.

For further information please contact Thames Water Utilities on 07971 777 736. [The closure can also be found on one.network](#)





August 2026

Wiltshire Community Air Network: Six-Month Findings (October 2025 to March 2026)

Introduction: Why are we monitoring PM_{2.5}?

Fine particulate matter (PM_{2.5}) is an air pollutant of growing public health concern. These particles are small enough to penetrate deep into the lungs and enter the bloodstream, increasing the risk of cardiovascular and respiratory disease. Emerging evidence also links PM_{2.5} to a range of other diseases, including diabetes and Alzheimer's. Children, older adults, pregnant women and people with existing health conditions are particularly vulnerable to the effects of air pollution.



Figure 1: John, volunteer at Pewsey Heritage Centre, Clean Air Champion

PM_{2.5} comes from many different sources. Some particles are emitted directly from activities such as road traffic, domestic wood burning, industry, agriculture and construction. Others form in the atmosphere through chemical reactions involving pollutants released from transport, farming and other activities. Natural sources such as pollen, sea spray and dust can also contribute to particulate concentrations.

PM_{2.5} is largely invisible. Air can appear clean while still containing elevated levels of fine particulate matter. Understanding where and when PM_{2.5} occurs is therefore an important step in protecting public health and supporting future air quality improvements.

The Wiltshire Community Air Network

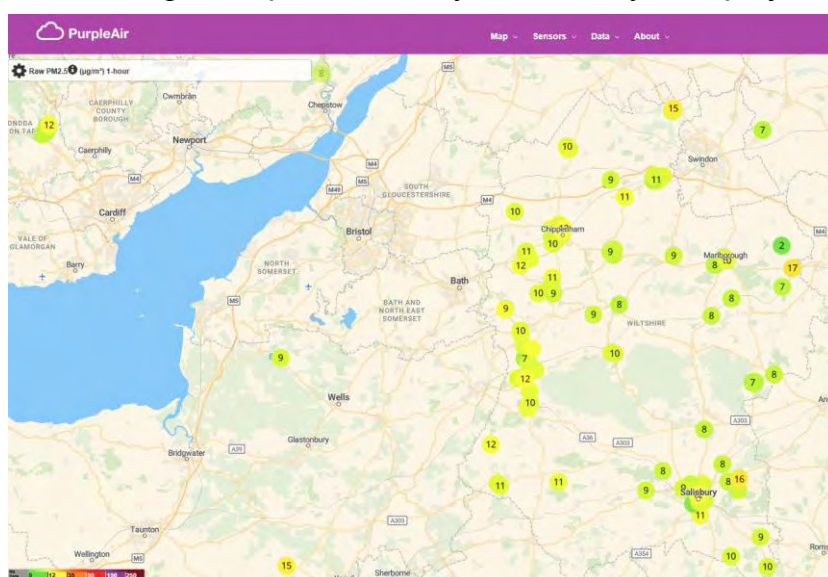
Until recently, Wiltshire had very limited monitoring of PM_{2.5}. Professional air quality monitoring stations provide highly accurate information, but they are expensive to install and operate, meaning only a small number can be deployed.

"Monitoring air quality has become important to me because of both my long-term health and the health of others."

Andy, Clean Air Champion in Salisbury

The Wiltshire Community Air Network (WCAN) was established to help address this knowledge gap. The project uses a network of over 100 low-cost PurpleAir Zen PM_{2.5} sensors hosted by volunteer Clean Air Champions across Wiltshire. Sensors have been installed in a wide range of locations, including residential areas, schools, healthcare settings, community buildings and workplaces.

By creating one of the largest community air quality monitoring networks in the South West, WCAN is helping build a much more detailed picture of how PM_{2.5} varies across a large and predominantly rural county. The project also allows residents to



view local air quality information in real time through an online map and sensor displays.

The PurpleAir real-time map is publicly available, and anyone can view and download the data from the sensors (see **Figure 2**). The Website is available here: [Real-time PM_{2.5} Map by PurpleAir](#).

Figure 2: PurpleAir Real-Time Map

Understanding What the Data Can Tell Us

Turning data into insight

The Wiltshire Community Air Network (WCAN) is collecting air quality data over a full year, from October 2025 to October 2026, to capture seasonal differences in PM_{2.5} concentrations across Wiltshire.

Wiltshire Council is using this information to identify patterns, trends and locations where PM_{2.5} levels may be relatively higher or lower. By combining data from more

than 100 sensors across the county, the project is helping to build the most detailed picture of PM_{2.5} air pollution in Wiltshire to date.

As with all low-cost sensor networks, the data should be regarded as indicative rather than definitive. The sensors are not used for regulatory or enforcement purposes and cannot replace professional air quality monitoring stations. Instead, the information is being used to:

- improve understanding of PM_{2.5} pollution across Wiltshire;
- identify broad patterns and trends that will inform future air quality monitoring;
- highlight locations that may warrant further investigation; and
- support public awareness and engagement.

This interim report presents early observations from the first six months of monitoring and highlights some of the key trends emerging from the Wiltshire Community Air Network. As monitoring continues and additional seasonal data becomes available, our understanding of PM_{2.5} across Wiltshire will continue to develop.

Our approach to analysing the data

Low-cost sensors make it possible to monitor air quality in many more locations than would be feasible using regulatory monitoring stations alone. However, they also have recognised limitations. To ensure findings are interpreted appropriately, Wiltshire Council has developed a clear and transparent approach to data collection, quality assurance and analysis.

1. Being transparent about limitations: We are open about the strengths and limitations of low-cost sensor data and seek to communicate findings in a balanced and responsible way.
2. Acknowledging uncertainty: Where the data does not provide sufficient evidence to draw firm conclusions, we make this clear. Additional monitoring, analysis or supporting information may be needed before trends can be fully understood.
3. Focusing on trends rather than individual readings: Rather than analysing minute-by-minute fluctuations, we focus on hourly, daily, monthly and seasonal median values. This provides a more reliable picture of overall air quality patterns and reduces the influence of short-term fluctuations.
4. Limiting the study to one year: The monitoring period runs from October 2025 to October 2026. This enables us to capture seasonal variation whilst reducing concerns about long-term sensor ageing and drift.
5. Applying minimum data quality requirements: Only sensors achieving more than 70% data capture are included within the analysis. At the six-month review stage, 103 sensors met this criterion.
6. Retaining all collected data: Potentially anomalous readings are identified and flagged but are not removed from the dataset. Instead, median values are used to reduce the influence of unusually high readings.

7. Checking sensor performance: Two WCAN sensors have been co-located alongside Wiltshire Council's regulatory air quality monitoring stations in Salisbury and Bradford on Avon. These studies help us understand how the low-cost sensors perform.
8. Using concentration bands: PM_{2.5} concentrations are reported using broad concentration bands rather than exact values (see **Figure 3**). This approach allows comparison of trends and potential hotspots while recognising that the data is indicative rather than precise.

Figure 3: Wiltshire Community Air Network PM_{2.5} Concentration Bands

PM _{2.5} level	Concentration (µg/m³)
Good	0-5
Fair	6-15
Moderate	16-50
Poor	51-90
Very Poor	91-140
Extremely Poor	>140

Six months of air quality monitoring: What have we learned so far?

The Wiltshire Community Air Network has now completed six months of monitoring, providing the first opportunity to explore how PM_{2.5} concentrations vary across Wiltshire. Analysis of data collected between October 2025 and March 2026 is already revealing valuable insights into local air quality patterns, seasonal changes and the factors that may influence pollution levels across the county.

The findings presented in this report should be viewed as an interim snapshot of analysis to date. Monitoring will continue until October 2026 to capture a full year of data, including the summer months. As additional data becomes available and our analysis continues to develop, some findings and interpretations may evolve.

There are several important points to bear in mind when reading the results:

"We leapt at the chance to join a much wider citizen science air network, allowing us to determine whether air quality variations were local to Chippenham or influenced by larger area patterns."

**Zero Chippenham, Clean Air
Champion in Chippenham**

- The findings are based on the first six months of monitoring and represent an early view of emerging trends.
- Monitoring has only captured part of spring 2026, so additional data is needed before seasonal patterns can be fully assessed.
- Summer 2026 data is not yet available and may influence the overall findings.
- The analysis is continuously evolving as we learn more about the dataset and explore new ways of interpreting the information.

Despite these limitations, the network is already providing valuable new insights into PM_{2.5} pollution across Wiltshire and helping to build a far better understanding of how air quality varies by location, season and time of day.

The following section highlights some of the key findings emerging from the first six months of monitoring.

Insight 1: Median PM_{2.5} levels were measured as fair across Wiltshire, although levels varied between Wiltshire's communities

The first six months of monitoring found that median PM_{2.5} levels across Wiltshire were within the **Fair** concentration band. However, levels varied between communities, with some community areas recording **Good** PM_{2.5} levels and others recording **Fair** levels (see **Figure 4**).

Differences were also observed within towns and villages, with some monitoring locations recording consistently higher or lower concentrations than nearby sites. This suggests that local sources and local conditions play an important role in influencing PM_{2.5} levels across Wiltshire. One of the key benefits of the Wiltshire Community Air Network is its ability to reveal these local differences, helping to build a more detailed understanding of air quality across the county.

Figure 4: Median PM_{2.5} concentration band by Wiltshire community area (October 2025 to March 2026).

Wiltshire		
Bradford on Avon	Calne	Chippenham
Corsham	Devizes	Malmesbury
Marlborough	Melksham	Pewsey
Royal Wootton Bassett and Cricklade	Salisbury	South West Wiltshire
Southern Wiltshire	Stonehenge	Tidworth
Trowbridge	Warminster	Westbury

Insight 2: PM_{2.5} levels changed throughout the year

The first six months of monitoring showed clear seasonal differences in PM_{2.5} concentrations across Wiltshire. Median PM_{2.5} levels were lowest during **Autumn 2025**, when concentrations fell within the **Good** band. Levels were generally higher during **Winter 2025/26** and **Spring 2026**, with median concentrations falling within the **Fair** band (see **Figure 5**).

Figure 5. Seasonal median PM_{2.5} concentration bands across Wiltshire (October 2025 to March 2026).

Autumn (2025)	Winter (2025/2026)
Spring (2026)	Summer 2026 data not yet available

The data also highlighted the influence of pollution sources beyond Wiltshire. Several periods of elevated PM_{2.5} were linked to large-scale pollution events, including Saharan dust transported across Europe and pollution carried from mainland Europe. These events affected air quality across large parts of the UK and contributed to higher concentrations being recorded in Wiltshire.

This finding demonstrates that PM_{2.5} levels in Wiltshire are influenced not only by local sources and conditions, but also by regional, national and international pollution patterns.

Explainer: Local air quality isn't only affected by local sources

PM_{2.5} can travel hundreds or even thousands of miles through the atmosphere.

The [Department for Environment, Food and Rural Affairs](#) state that up to 33% of PM_{2.5} in the UK can originate from sources outside the country, meaning that some of the PM_{2.5} measured in Wiltshire may have travelled from elsewhere in Europe or beyond.

Case Study: Saharan Dust Plume, March 2026

During March 2026, a large Saharan dust plume travelled across Europe and reached the UK, leading to elevated PM_{2.5} concentrations across Wiltshire. The event provides a useful example of how air quality in Wiltshire can be affected by sources many hundreds or even thousands of miles away, and highlights the importance of considering wider pollution events when interpreting local air quality data.

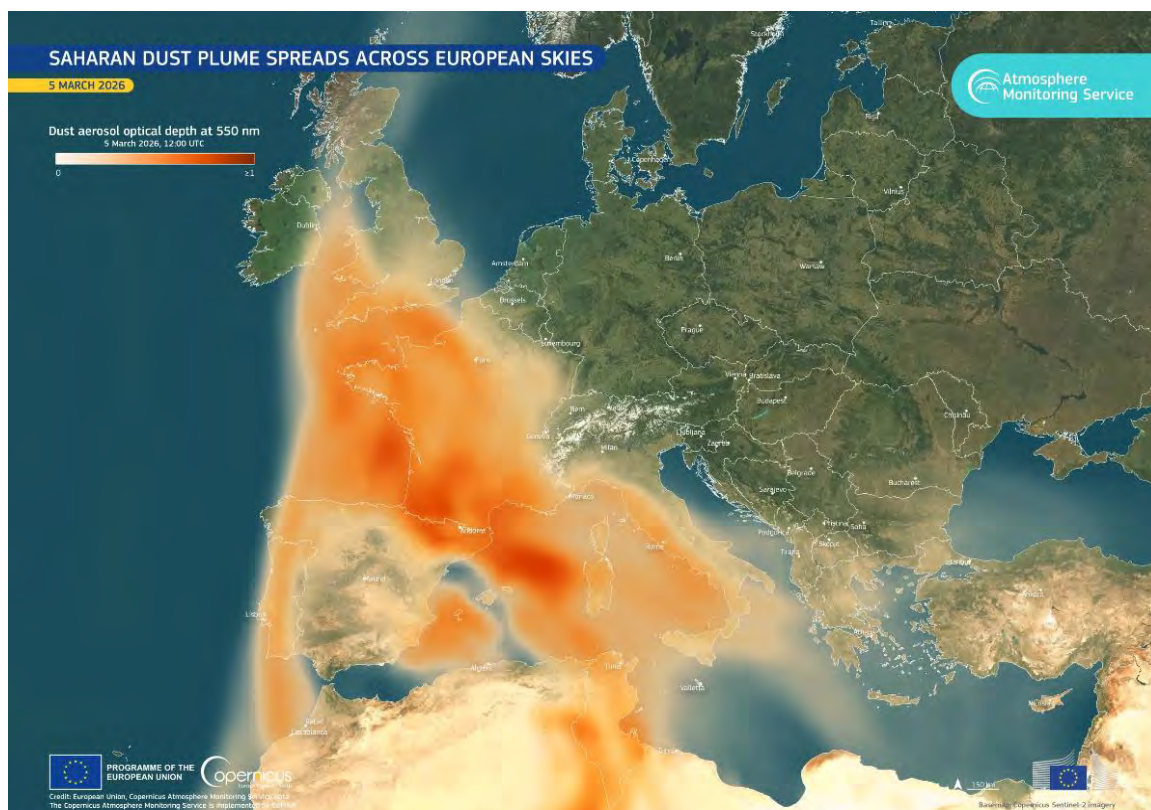


Figure 6: Saharan Dust Plume (March 2026) [European Union](#), Copernicus Atmosphere Monitoring Service Data

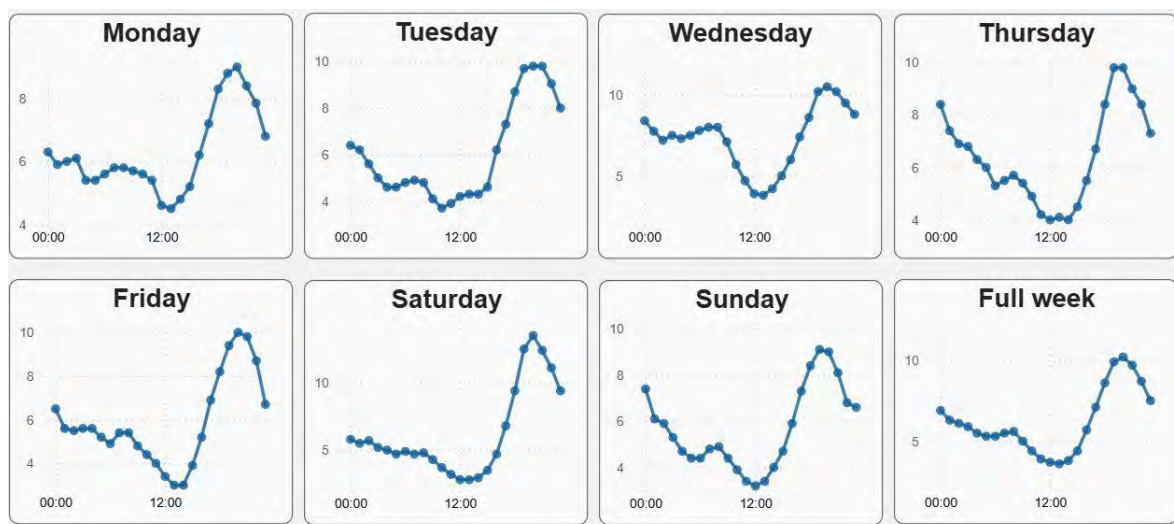


Figure 7: Median hourly $PM_{2.5}$ concentrations across Wiltshire (October 2025 to March 2026)

Insight 3: $PM_{2.5}$ levels changed throughout the day

The first six months of monitoring identified a clear daily pattern in median $PM_{2.5}$ concentrations across Wiltshire. Levels were generally lowest around midday before rising through the afternoon and evening. The highest concentrations were typically

recorded during the evening, with median PM_{2.5} levels at times reaching around four times those observed during the middle of the day (see **Figure 7**).

This pattern was observed throughout the year, although the evening peak was generally more pronounced during winter and spring than in autumn.

The reasons for these increases are not yet fully understood. PM_{2.5} can originate from a wide range of sources, and weather conditions can also influence how pollutants disperse and accumulate. Further analysis will be undertaken as additional data becomes available.

These findings suggest that understanding how local activities, emissions sources and weather conditions influence air quality at different times of day will be an important area for future investigation.

Insight 4: Low-cost sensors can provide valuable insights when their limitations are understood

The Wiltshire Community Air Network demonstrates how low-cost sensors can be used to improve understanding of air quality at a local level. With more than 100 monitoring locations across the county, the network is providing a level of detail that would not be possible using regulatory monitoring stations alone.

To assess how well the low-cost sensors were performing, two WCAN sensors were installed alongside Wiltshire Council's regulatory air quality monitoring stations in Salisbury and Bradford on Avon. This allowed the readings from the low-cost sensors to be compared directly with professional monitoring equipment.



Figure 8: Pitton Primary School, Clean Air Champion

During the six-month monitoring period, the co-location studies produced R² values of 0.81 in Salisbury and 0.98 in Bradford on Avon. These high values indicate a strong relationship between the trends observed by the low-cost sensors and those measured by the regulatory monitoring stations.

This gives confidence that the sensors are effective at identifying changes, trends and patterns in PM_{2.5} concentrations, while recognising that individual readings may differ from those recorded by regulatory equipment.

However, low-cost sensors have recognised limitations that must be carefully managed. The co-location studies show that PurpleAir sensors can report higher concentrations during periods of elevated pollution. To reduce the impact of this, Wiltshire Council focuses on median values and aggregated trends rather than individual readings or average concentrations. Analysing daily, monthly and seasonal medians provides a more reliable picture of air quality patterns.

Other factors can also influence sensor performance. Weather conditions, particularly high humidity, may affect readings, and further work is planned to explore this using Met Office data. The sensors cannot be routinely calibrated, meaning there is a risk of sensor drift over time. During the first six months of the project, four sensors experienced faults and were replaced.

Overall, the findings show that low-cost sensors are a valuable tool for identifying patterns, trends and potential hotspots. When used appropriately and with a clear understanding of their limitations, they can provide important insights into local air quality.

Insight 5: Citizen science can help communities engage with air pollution challenges

One of the most significant outcomes of the Wiltshire Community Air Network has been the level of community engagement it has generated. More than 100 sensors are hosted by a diverse range of volunteers and organisations, including residents, schools, town and parish councils, businesses, healthcare settings, community care providers, charities and leisure facilities.

The project is enabling communities to access local air quality information and use it in ways that are relevant to them. Participants have shared findings through school newsletters, community newsletters and council meetings, analysed local data, supported discussions about air quality issues, and contributed evidence to initiatives such as School Streets projects.

The network has also provided opportunities to engage people in conversations about air quality through school assemblies, community meetings, media coverage and knowledge sharing with other local authorities.

Community voices

The experiences of Clean Air Champions help demonstrate the value of the project beyond the data itself.

"Knowledge is power and the main driver to behaviour change."

Ben, Clean Air Champion in Chippenham

"I think air quality should concern everyone as it is often an invisible adversary."

Keith, Clean Air Champion in Salisbury

"We hope the project can identify when it is safest for those with chronic conditions to venture outside and would like to see if the increase in electric vehicles is making a difference to our air quality over time."

Cricklade Town Council, Clean Air Champion in Cricklade

"It's really interesting to look at the map and compare ourselves with other locations in the UK (and indeed in the world) and feel part of a huge scientific community gathering this data."

Dom, Clean Air Champion in Salisbury

"I'm hopeful that with better awareness, and by routinely making the invisible visible, people can begin to expect and achieve clean air everywhere, which will benefit everyone's health."

N, Clean Air Champion in Salisbury

These examples show how citizen science can help make air quality more visible, encourage learning and discussion, and empower communities to take an active interest in their local environment. Across Wiltshire, participants are already using the data to raise awareness, share information and support conversations about air quality within their communities.

What happens next?

The findings presented in this report provide an early snapshot of what the Wiltshire Community Air Network is revealing about PM_{2.5} pollution across Wiltshire. However, the project is still ongoing, and there is more to learn.

Monitoring will continue until October 2026, providing a full year of data and allowing seasonal patterns to be explored in greater detail. Summer 2026 data is not yet available and may influence some of the trends identified so far. As additional information becomes available and analytical methods continue to be refined, our understanding of PM_{2.5} across Wiltshire will continue to evolve.

Following completion of the monitoring period, Wiltshire Council will undertake a full analysis of the dataset and publish a final report setting out the project's findings and lessons learned.

Looking ahead

While the project is focused on improving understanding of PM_{2.5} pollution today, its impact extends beyond the one-year monitoring period.

The evidence gathered through WCAN will help inform the development of Wiltshire's future Air Quality Strategy and contribute to a stronger understanding of PM_{2.5} pollution across the county. The project has also demonstrated the value of citizen science as a tool for raising awareness, encouraging conversations about air quality, and supporting community engagement.

Wiltshire Council will continue to share insights from the project with communities, partner organisations, researchers and other local authorities. By sharing both the findings and the lessons learned, WCAN can help support wider efforts to understand and improve air quality locally and nationally.

Get in touch

If you would like to find out more about the Wiltshire Community Air Network, please contact:

communityairnetwork@wiltshire.gov.uk

Additional information on the project can be found at www.wiltshire.gov.uk/wiltshire-community-air-network.

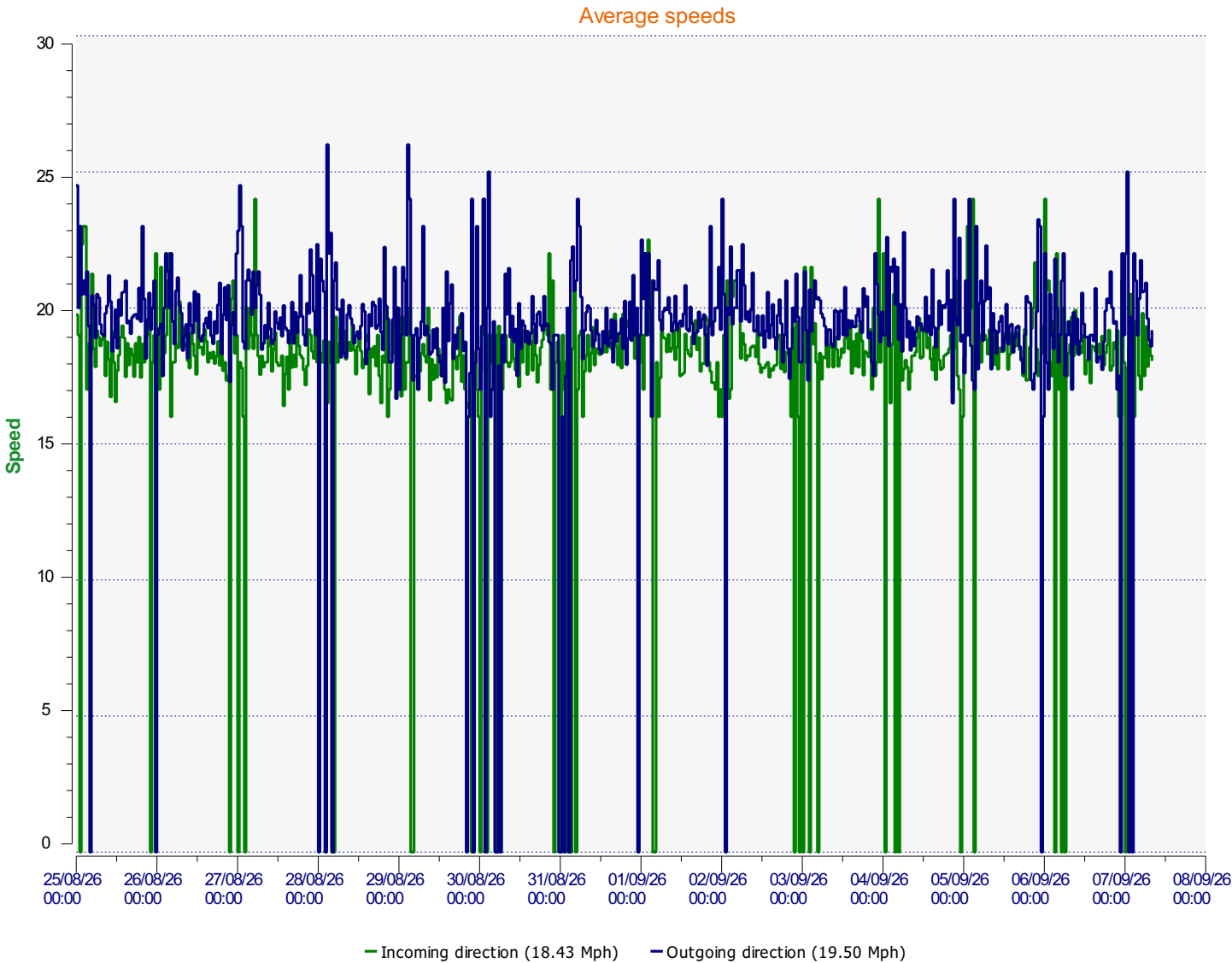


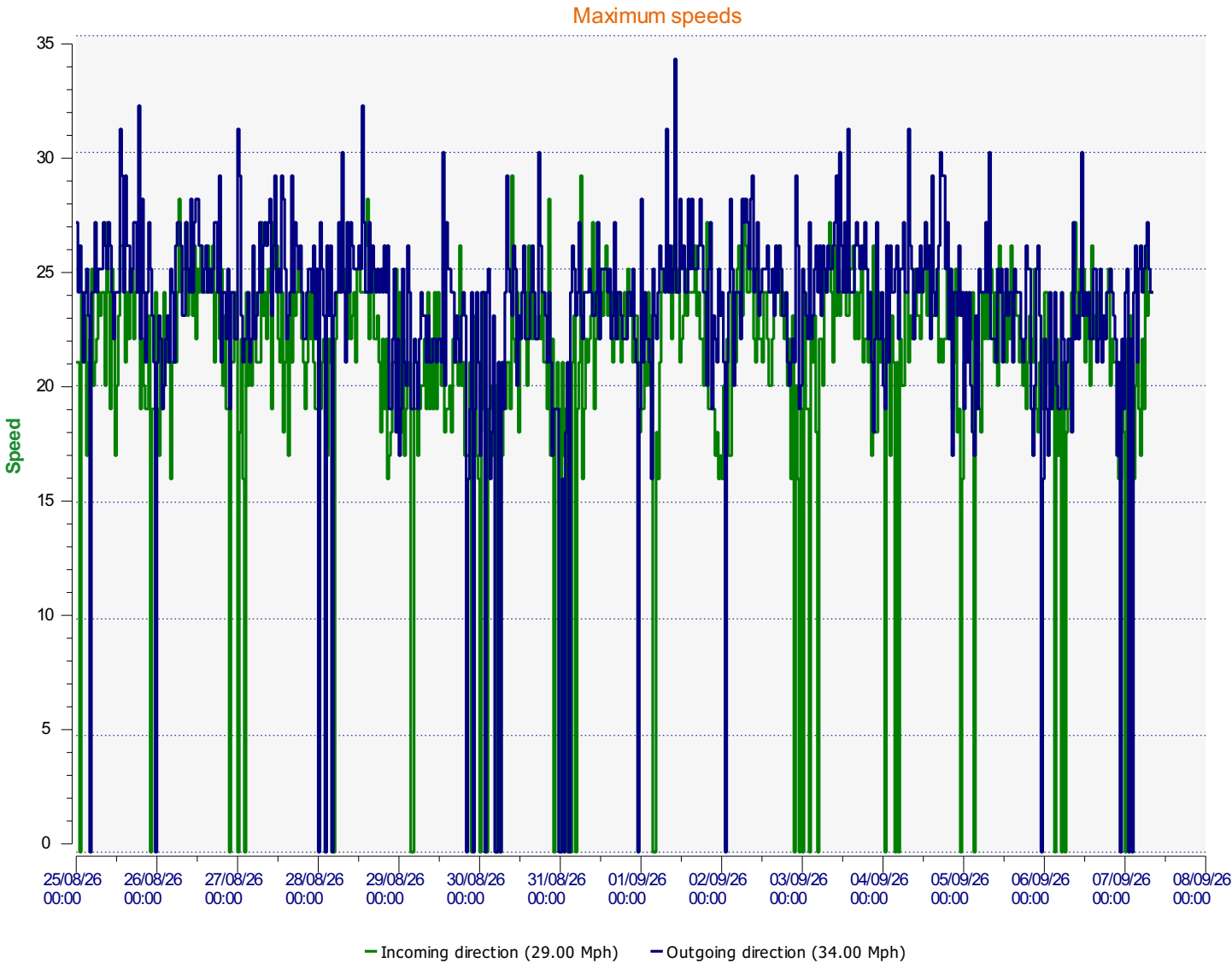
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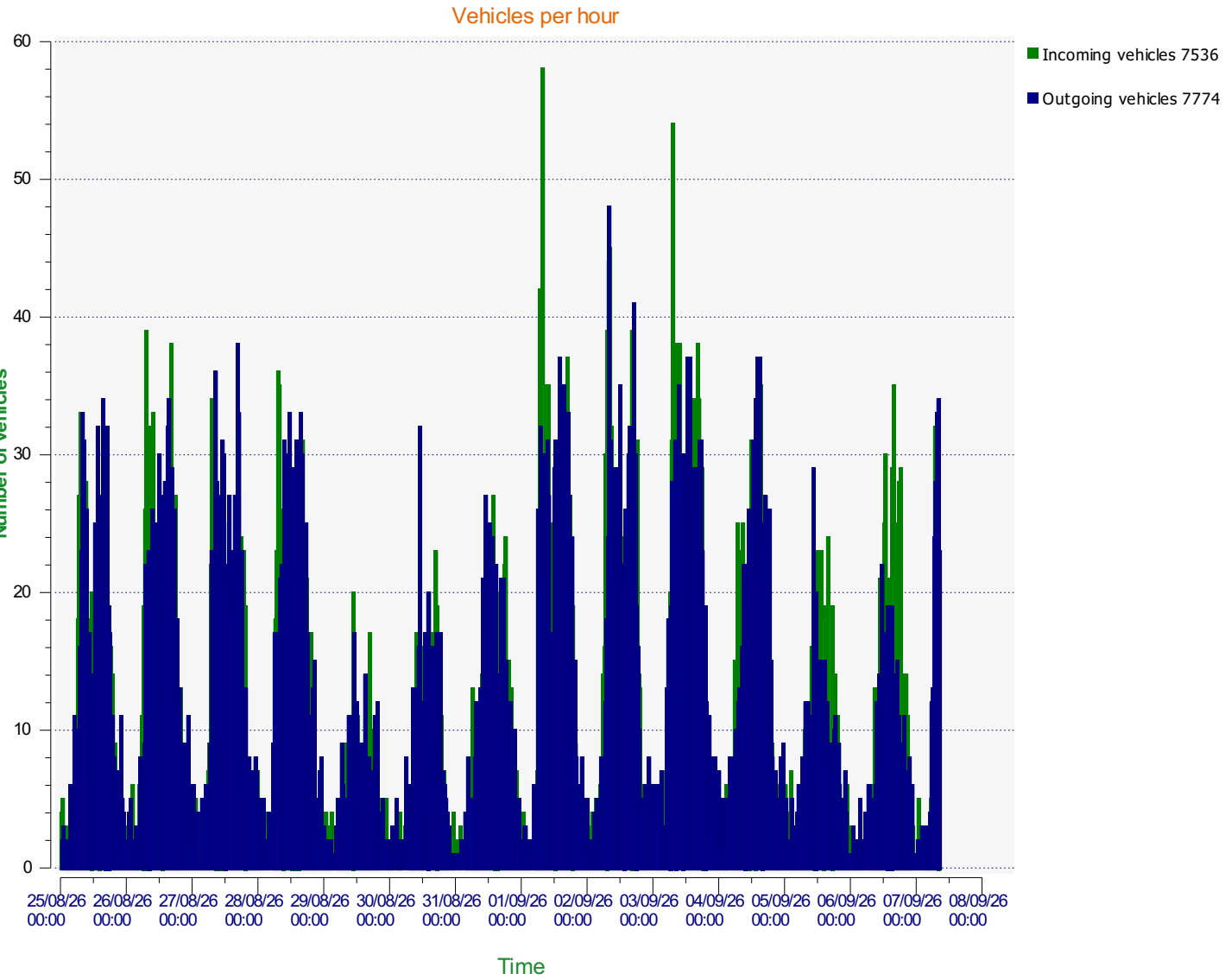
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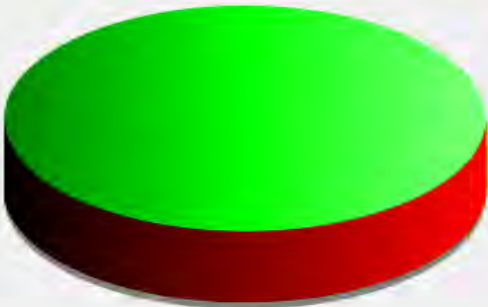
Port Hill - 30mph
25th August - 7th September 2026





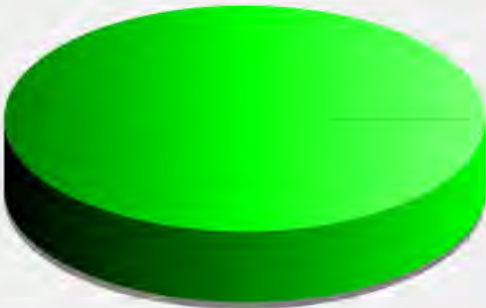


Incoming vehicles

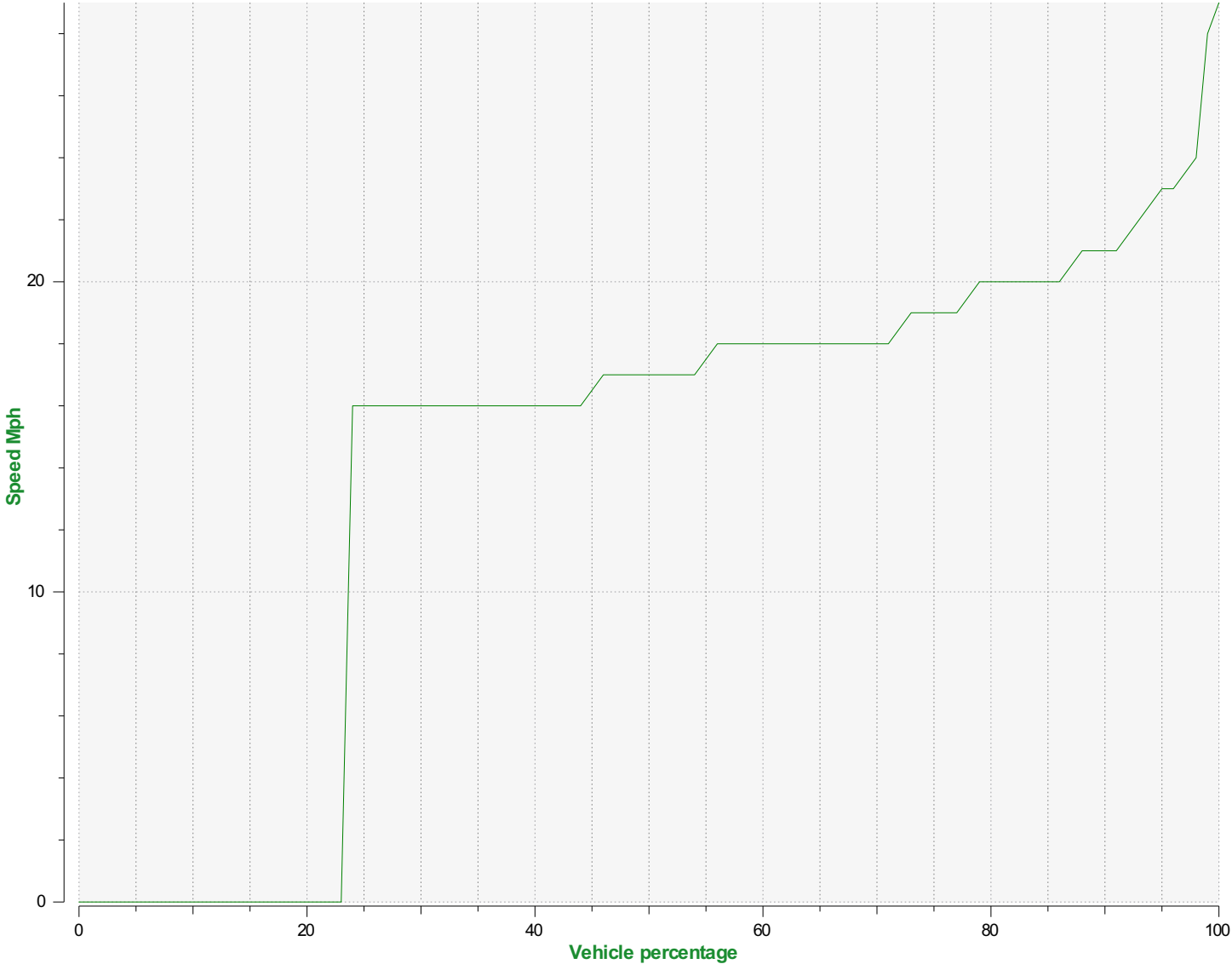


■	<= 30 Mph :	7,536 - (100.00 %)
■	31 - 35 Mph :	0 - (0.00 %)
■	36 - 40 Mph :	0 - (0.00 %)
■	41 - 45 Mph :	0 - (0.00 %)
■	46 - 65 Mph (and more) :	0 - (0.00 %)

Outgoing vehicles

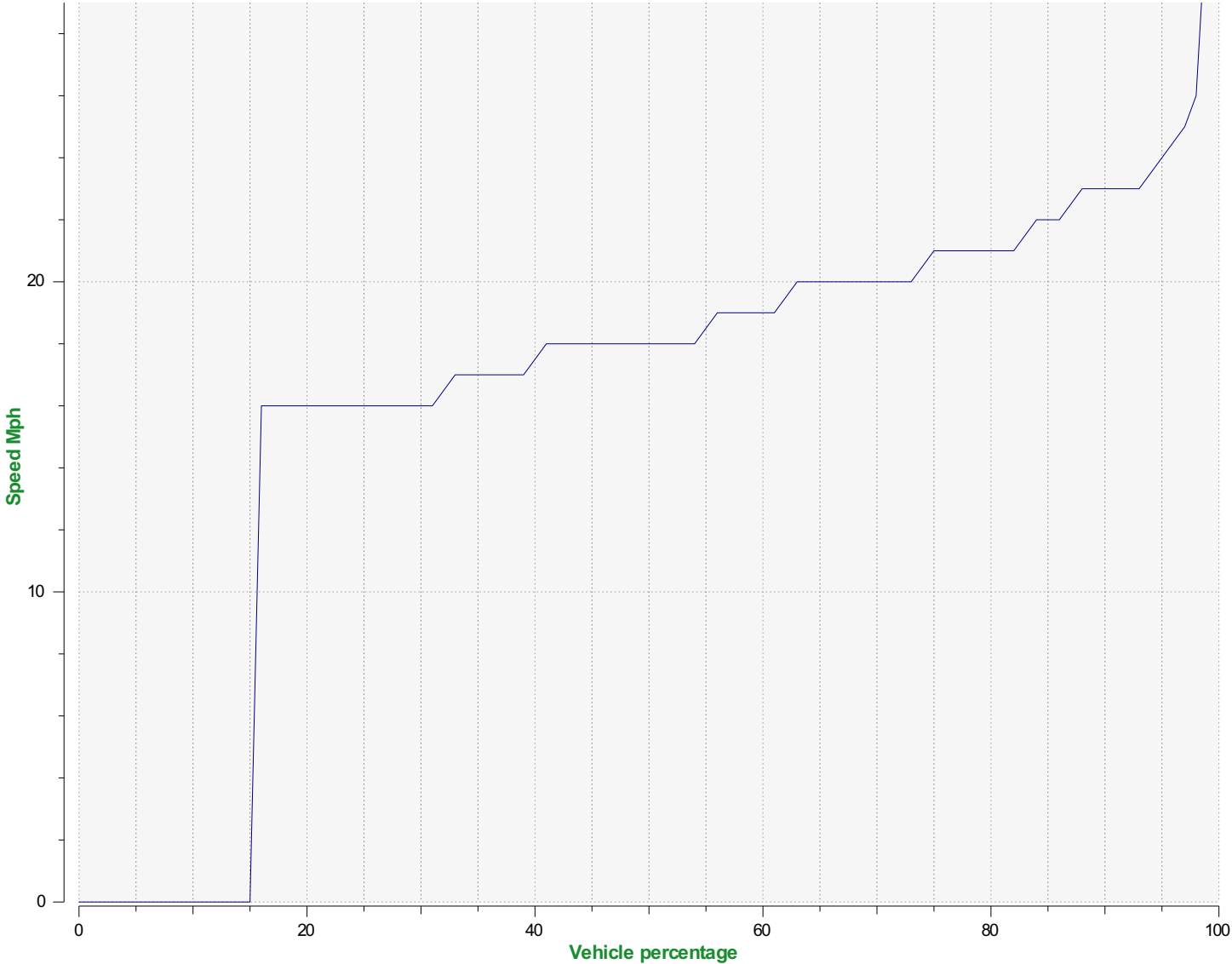


	<= 30 Mph :	7,766 - (99.90 %)
	31 - 35 Mph :	8 - (0.10 %)
	36 - 40 Mph :	0 - (0.00 %)
	41 - 45 Mph :	0 - (0.00 %)
	46 - 65 Mph (and more) :	0 - (0.00 %)



Speed percentiles (incoming)

V30: 16.00Mph V50: 17.00Mph V85: 20.00Mph



Speed percentile(outgoing)

V30: 16.00Mph V50: 18.00Mph V85: 22.00Mph