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MELKSHAM WITHOUT PARISH COUNCIL

Clerk: Mrs Teresa Strange

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Tuesday 14th April 2026

Dear Members

You are summoned to attend a **Full Council Meeting** of Melksham Without Parish Council which will be held on **Monday 20th April 2026 at 7pm at Melksham Without Parish Council Offices, First Floor, Melksham Community Campus, Market Place, Melksham, SN12 6ES** to consider the agenda below:

TO ACCESS THE MEETING REMOTELY, PLEASE FOLLOW THE ZOOM LINK BELOW. THE LINK WILL ALSO BE POSTED ON THE PARISH COUNCIL WEBSITE WHEN IT GOES LIVE SHORTLY BEFORE 7PM.

Click link here:

<https://us02web.zoom.us/j/2791815985?pwd=Y2x5T25DRlVWVU54UW1YWWE4NkNrZz09&omn=83569734404>

Or go to www.zoom.us or Phone 0131 4601196 and enter: **Meeting ID: 279 181 5985**
Passcode: 070920. Instructions on how to access Zoom are on the parish council website www.melkshamwithout-pc.gov.uk. If you have difficulties accessing the meeting please call (do not text) the out of hours mobile: 07341 474234

Yours sincerely

Teresa Strange, Clerk



**YOU CAN ACCESS THE AGENDA
PACK HERE**

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AGENDA

1. **Welcome, Announcements & Housekeeping**
2. **To receive apologies and consider approval of reasons given.**
3. **Invited Guests:**
 - a) Wiltshire Councillors to provide feedback on Area Board changes
 - b) Wiltshire Councillor **Andrew Griffin** (Melksham Without West & Rural)
 - c) Wiltshire Councillor **Phil Alford** (Melksham Without North & Shurnhold).
 - d) Wiltshire Councillor **Nick Holder** (Bowerhill)
4.
 - a) To receive **Declarations of Interests.**
 - b) To consider for approval any **Dispensation Requests** received by the Clerk and not previously considered.
5. To consider holding items in **Closed Session** due to confidential nature *Under the Public Bodies (Admission to Meetings) Act 1960, the public and representatives of the press and broadcast media be excluded from the meeting as required as publicity would be prejudicial to the public interest because of the confidential nature of the business to be transacted.*
6. **Public Participation**
7. **Full Council**
 - a) To approve the **Minutes of the Full Council Meeting** held on 23rd March 2026.
 - b) To approve the confidential notes accompanying the **Full Council Minutes** of 23rd March 2026.
 - c) To note the Annual Parish meeting will be held on Monday 27th April 2026 at Melksham Rugby Club
8. **Planning**
 - a) To approve the **Planning Committee Minutes** of 13th April 2026.
 - b) To approve the confidential notes accompanying the **Planning Committee Minutes** of 13th April 2026.
 - c) To approve the recommendations in the **Planning Committee Minutes** of 13th April 2026
9. **Finance**
 - a) To note **Receipts & Payments** reports for February 2026.
 - b) Quarterly Reports for Quarter 4 (Jan, Feb, Mar).
 - i. To note Budget vs Actual
 - ii. To note Bank Reconciliation
 - c) To note VAT reclaims **NOT** submitted yet
 - d) To seek **cheque signatories/online authority** for April payments.
 - e) To approve Bank Account and Fund Transfers
 - f) To consider the report from Melksham Town Council on the parish council's funding of the Market Place toilets (year end reporting) (if received)

10. Highways, Footpaths and Streetscene

- a) LHFIG* item 09-24-12: To agree the timings for installation of the Rediweld bolt-down traffic islands on the A365 at the Hornchurch Road junction.
- b) LHFIG* item 9-24-26: To note the results of the Speed Limit Assessment for Lower Woodrow and to approve the cost for implementing the recommendations (1/3 of £6000 - £9000 = £2000-£3000)
- c) To note resubmission of request to LHFIG for footway measures to accommodate new Bus Shelter on Falcon Way (Kingfisher Drive Junction), now that the highway has been adopted
- d) To note the Wiltshire Police Road Safety update presented at the Area Board on 18 March 2026.
- e) To note update on the Melksham Bypass progress.
- f) To consider a response to the proposed Traffic Regulation Order Consultation regarding off-street parking (responses by 5th May 2026)
- g) To approve Fee Proposal from Walk Wheel Cycle Trust for holistic review of Semington Road

* Local Highway and Footpath Improvement Group

11. Transport

- a) To note the Government has published Better Connected: A Strategy for Integrated Transport [Better Connected: a strategy for integrated transport - GOV.UK](#)
- b) To consider responding to Wiltshire Council's Local Transport Plan 4 draft Delivery Plan survey [Have Your Say Today - Local Transport Plan - Delivery Plan Consultation - Commonplace](#)

12. Asset Management:

- a) To consider options for safe-guarding Land at Bader Park from sale for development.
- b) To receive an update on Shurnhold Fields works and costs (if received).
- c) To note tree felling work undertaken under delegated powers.
- d) To approve quotation for weed-spraying.
- e) To note request for Play Area in Whitley and responses.
- f) To consider Wiltshire Council Service Devolution and Asset Transfer policy revision
- g) Footbridges
 - i. To approve quote for replacement footbridge at Bowerhill Sports Field (identified as high risk)
 - ii. To note specification and cost for new Footbridge connecting Bowood View and Buckley gardens and to consider next steps

13. Partnership Working:

- a) To note Dorset and Wiltshire Fire and Rescue Authority proposed fire station closures and to consider response to the consultation
- b) To consider coordinating the Gigabit Broadband Voucher Scheme within the parish
- c) To consider Q4 report for Melksham Community Support provision by Age UK Wiltshire
- d) To note the restart of the Local Youth Network and to consider attendance at a meeting to discuss youth services.

Serving rural communities around Melksham

**MINUTES of the Full Council Meeting of Melksham Without Parish Council
held on Monday 23rd March 2026 at**

**Melksham Without Parish Council Offices (First Floor), Melksham
Community Campus, Market Place, SN12 6ES at 7:00pm**

Present: John Glover (Chair of Council), David Pafford, John Doel, Alan Baines, Martin Franks, Mark Harris, Mark Blackham, Peter Richardson, Tony Hemmings, Martin Haffenden, Chris Griffiths and Richard Wood.

Officers: Teresa Strange (Clerk) and Fiona Dey (Parish Officer)

In attendance: None

On Zoom: None

511/25 Welcome, Announcements & Housekeeping:

Councillor Glover welcomed everyone to the meeting. As there were no new attendees present, the housekeeping messages were not read out. Everyone present was reminded that the meeting was being recorded and would be published on YouTube following the meeting and deleted once the minutes were approved.

The Clerk announced:

- 1) The Melksham Without Parish Council Facebook page had been hacked so it was temporarily unavailable; officers were working to recover the account.
- 2) The parish council has received a number of enquiries about a small green parcel of land for sale on Bader Park, Bowerhill. Officers are investigating the situation and will bring their findings to an appropriate council meeting.
- 3) As part of the Keep Britain Tidy's Great British Spring Clean campaign, Berryfield and Semington Road Action Group (BASRAG) completed a litter pick Sunday 22nd March 2026. Bowerhill Residents Action Group (BRAG) and Community Action Whitley and Shaw (CAWS) have litter picks planned for Sunday 29th March 2026. All welcome.

512/25 To receive Apologies and approval of reasons given

Resolved: To accept apologies from Councillor Sullivan as she was unwell and unable to attend

Apologies had been received from Wiltshire Councillor Holder that he would be unable to attend.

513/25 Declarations of Interest

- a) Declarations of interest

It was noted that within the Finance Committee minutes of 2nd March 2026 there were recommendations to award a number of organisations with a grant. Some members of the council declared a non-pecuniary interest as members of some of these organisations as follows:

- Councillor Richardson as Chair of Community Action Whitley and Shaw (CAWS) and Community Emergency Group (CEG)
- Councillor Harris as Chair of Bowerhill Village Hall Trust

- Councillor Wood as Chair of Berryfield and Semington Residents Action Group (BASRAG) and Trustee for Berryfield Village Hall
- Councillor Blackham as Chair of Bowerhill Residents Action Group (BRAG)

Councillor Glover declared that his grandson works for one of the organisations (Future of Football) involved in the 3G steering group meeting (agenda item 11d)

- b) To consider for approval any Dispensation Requests received by the Clerk and not previously considered

None were received.

514/25 To consider holding items in Closed Session due to confidential nature

Resolved: Agenda items 11d (update from the 3G steering group meeting) to be held in closed session under the Public Bodies (Admission to Meetings) Act 1960, the public and representatives of the press and broadcast media be excluded from the meeting during the consideration of the following items of business as publicity would be prejudicial to the public interest because of the confidential nature of the business to be transacted.

Agenda item 11d: Update from the 3G steering group meeting: Start of negotiations

515/25 Public Participation

None as no members of the public or invited guests present.

516/25 Full Council

- a) **Resolved:** To approve the Minutes of the Full Council Meeting held on 9th February 2026 and for the Chair to sign them as a correct record.
- b) **Resolved:** To approve the confidential note accompanying the Full Council Meeting held on 9th February 2026.
- c) **Resolved:** To update the list of instances when recording of meetings are edited, as detailed in MIN466/25, to include 'removal of any content which, if published, would breach GDPR (General Data Protection Regulation)'
- d) **Resolved 1:** To approve the draft schedule of parish council meeting dates for the council year 2026/27.
- Resolved 2:** To add a Finance meeting on Tuesday 12th May 2026 to the schedule for the remainder of 2025/26.
- e) **Resolved:** To note that the Annual Parish meeting will be held on Monday 27th April 2026 at Melksham Rugby Club.

517/25 Planning

- a) **Resolved:** The Minutes of the Planning Committee Meetings held on Monday 23rd February 2026 and Monday 16th March 2026 were formally approved by the council with the following corrections:
- Minutes from Monday 23rd February: The date of the Chairman signing the minutes was corrected to 23rd March 2026 (page 11).

- Minutes from Monday 16th March 2026: Min 501/25c bullet point 5 (page 9) – the word mitigate was removed

b) **Resolved:** To approve the confidential note accompanying the minutes from the Planning Committee Meeting held on 23rd February 2026

There were no confidential notes to accompany the minutes from 23rd March 2026.

c) There were no recommendations in the minutes of the Planning Committee Meetings held on Monday 23rd February 2026 and Monday 16th March 2026

518/25 Finance

a) **Resolved:** To approve the Minutes of the Finance Committee Meeting held on 2nd March 2026 and for the Chair to sign them as a correct record.

b) **Resolved:** To approve the confidential note accompanying the Full Council Meeting held on 9th February 2026.

c) The withdrawal of AFC Melksham Ability Counts grant application was noted.

Resolved: To write to AFC Melksham Ability Counts to express regret that they are closing and to thank them for the work that they have done.

d) **Resolved:** To approve the recommendations contained within the Finance Committee Minutes of 9th February 2026 with the following amendments:

Min 491/25 Recommendation 4:

- To update Financial Regulation 5.9 to state that the council does not need to obtain alternative quotations for council standardised items (benches, bins and noticeboards) or for their installation provided they are delivered to the council's ground contractor's yard.

Min 493/25 b Recommendation:

Removal of the wording "To charge an hourly rate of £6.00 per hour with a minimum charge of £12.00 per session" from the Hire of Kitchen and Games Rooms hire fees list referenced in the recommendation.

e) Members discussed the clarification received from Bowerhill Pre-School regarding their grant application, the location of the access ramp and confirmation of responsibility for its maintenance.

Resolved: The Council award a grant to Bowerhill Pre-School of £500.

f) No response received from Melksham Town Council about the shared Community Infrastructure Levy (CIL) arrangement. The recommendation that the council withdraw all of their funds from the CIL sharing pot arrangement at year end (31st March 2026) was agreed as part of Min 518/25d (above).

g) **Resolved:** The following working parties were appointed:

East of Melksham Community Centre Working Party

John Glover
David Pafford
Anne Sullivan
Mark Harris

John Doel
Tony Hemmings
+ Invitee from Melksham Town Council (not a rotating role)

Website Procurement Working Party

Anne Sullivan
Peter Richardson

Beanacre Play Area Working Party

Martin Franks
Tony Hemmings
John Doel

- h) **Resolved:** To note Receipts & Payments reports for February 2026.
- i) **Resolved:** For Councillors Doel and Glover to be cheque signatories/online authority for March payments.
- j) **Resolved:** To transfer £14,000 from the CCLA to the Unity current account.
- k) **Resolved:** To note the Employer Pension Contribution rates for 2026-2029 are 17.7%.

l) **Wiltshire Council budget**

It was noted that Parish Emergency Assistance Scheme (PEAS) funding was continuing in the 2026/27 financial year and that funding for the scheme would not be withdrawn until the following year to allow town and parish councils time to consider including support in their budgets.

It was also noted that funding for Local Highways and Footpaths Infrastructure Group (LHFIG) schemes was being reduced and that the money was being reallocated to Substantive Schemes.

The Clerk highlighted that there were other schemes, such as Go Out Get Active (GOGA) which have had funding removed. Members felt that the changes were not true cost savings but rather Wiltshire Council removing funding and expecting parish and town councils to make up the short fall by increasing their precepts.

519/25 Highways, Footpaths and Streetscene

- a) **Resolved:** To note the change in frequency of Area Board and Local Highways and Infrastructure Group (LHFIG) meetings from four per year to three per year.
- b) Members considered the site visit summary from the Bowerhill site visit on Tuesday 24th February 2026 to look at school parking and dropped kerbs. It was noted that there will be a number of actions arising from the visit.

It was highlighted that a significant numbers of locations for dropped kerbs had been identified and that these would be collectively put forward for a Substantive Scheme grant.

Councillor Glover commented that the verge damage on the north section of Halifax Road may be related to use by disabled residents with nowhere else to park.

The absence of a current travel plan from Bowerhill Primary School was

again noted.

Councillor Richardson provided an update on recent discussions with the Headteacher at Shaw Primary School, the Chair of the Governors and Chair of the Parent-Teacher Association (PTA). He explained that the school have committed to undertake a survey of parents and local residents to understand the current situation and issues. The results of the survey will be used to prepare a draft travel plan.

It was questioned that as both Bowerhill Primary School, Shaw Primary School and Melksham Oak Secondary School are part of White Horse Federation whether the Federation could be engaged to help facilitate the provision of school travel plans.

- c) The correspondence regarding the parish council's unhappiness at funding the amendments to the bus stop on Semington Road (New Inn) was noted.
- d) To receive feedback from A365/Hornchurch Road junction site visit on Thursday 19th March 2026.

It was noted that the location of the bollards to be installed either side of the Hornchurch Road junction on the A365 had been agreed during a site visit with the Wiltshire Council Highways Engineer, Councillors and the Clerk (LHFIG item 09-24-12). The Clerk confirmed that the bollards would be ordered after 1st April 2026 (i.e. in the new financial year) and the cost was expected to a little cheaper than previously quoted as the size of the platforms had been reduced. The delivery charge has been queried, as the installers are coming from the same company supplying the items. Clarification has been requested as to why the items cannot be brought with them during their visit. The earliest installation date is mid-June 2026.

Resolved: To install the bollards as soon as possible and not to wait until the school summer holidays.

The Clerk explained that Kittyhawk Close was also visited with the Highways Engineer. Previously members had considered a resident's request to install bollards to prevent traffic using the road as a cut-through (LHFIG item 09/24/40). During the site visit different options to control traffic on the road were discussed. It was suggested that the optimal solution is to designate a small length of the road as no-entry. The Highways Engineer will prepare the scheme and feedback to LHFIG.

- e) **Resolved:** To appoint members to a new working party for the Holistic Review of Semington Road by the Walk Wheel Cycle Trust:

Richard Wood
Martin Haffenden
Martin Franks
Wiltshire Councillor Griffin to be invited

520/25 Asset Management:

- a) It was noted that the Shurnhold Fields car park had opened on Friday 20th March 2026. Final costs have not yet been received from Wiltshire Council.
- b) As with other organisations who are given funding by the parish council, Melksham Town Council had been asked to provide an end-of-year report on how the money provided for the Market Place toilets had been used. It

was noted that no response had been received from Melksham Town Council.

- c) It was explained that the parish council want to clean and paint the inside of a few of their bus shelters; however, the asset register noted that one of them has suspected asbestos. This needs to be confirmed before the walls are rubbed down and repainted. It was confirmed that there is no risk to the users of the bus shelters.

Resolved: Officers to review the asset register to identify all bus shelters of a similar type (suspected of containing asbestos) and to have them all assessed for asbestos.

- d) **C** To receive an update from the 3G steering group meeting

Held in Closed Session

There is an established evidenced need for two 3G pitches in the Melksham Area. The Football Federation will provide approximately 75% of the funding towards the pitches. S106 money is available to contribute to the shortfall for one of the pitches. The remaining money will have to be found through fundraising.

The Clerk explained that a 3G meeting was held with Wiltshire Council, Wiltshire Football Association, Melksham Without Parish Council (MWPC), Melksham Town Football Club (MTFC) and Future of Football (FOF) to discuss the options for moving forward.

In the meeting it was proposed that one pitch would be built at MTFC's Oakfields grounds and one pitch would be built at Bowerhill Playing Field which is owned by Melksham Without Parish Council but used by Future of Football as their home ground. The pros and cons of which pitch to build first were discussed.

Members also considered the order in which the pitches should be built.

Resolved: MWPC to promote, to stakeholders, the use of Bowerhill Playing Field for the location of the first of two new 3G pitches in Melksham and a business plan to be developed.

The meeting returned to Open Session.

- e) Footbridges

It was noted that a site visits to Bowood View/ Buckley Gardens and Bowerhill Sports Field to look at footbridge requirements had been held with a contractor on 3rd March 2026. Quotes have not yet been received.

- f) Play Area Operational Inspections

Members considered the Officer report on play area inspections and discussed the options. Part of the discussion was held in closed session as it related to current and future staffing capacity.

Resolved 1: To undertake 6-monthly Operational Inspections with the company who provided quote A.

It was noted that the Caretaker has received ROSPA training and qualification previously (now expired) and has the knowledge and understanding to be able to

identify any issues during his Weekly Inspections, should they arise between the 6-monthly Operational Inspections.

Resolved 2: If personnel change in the future, to consider training and qualifying new staff members to perform the Operational Inspections.

- g) **Resolved:** To approve the Allotment inspection procedure and agree inspection dates for 2026

It was noted that additional hours had been included in the budget to support the inspections.

- h) The cancellation of Future of Football free football day on Friday 20th February 2026 due to adverse weather was noted.
- i) The continuation of Shaw Village Hall Management Committee following 14th March 2026 AGM was noted.
- j) Update on Knorr Bremse request for Pavilion car park use

The Clerk explained that under delegated powers, officers had estimated the cost to replace the footbridge and repair the potholes in the carpark. It was suggested to Knorr Bremse that they contribute 50% of the cost for their use of the carpark. This was accepted by Knorr Bremse, invoiced and the invoice has been paid.

521/25 Standing Orders

Members considered a proposal from Councillor Harris to update standing orders (and related policies and procedures) to no longer delete recordings of council meetings on YouTube. He explained that this was prompted by a drive for honesty, openness and transparency and would give members of the public the opportunity to watch (or rewatch) meetings at their leisure. He commented that although the approved minutes are the true record of the meeting, he felt that watching the discussion can be more informative. He also noted that other Councils keep their recordings indefinitely.

Members were concerned that keeping recording indefinitely would be inappropriate as historic recordings would include individuals who were no longer part of the council and may deter members of the public from speaking at meetings.

The option to keeping recordings for a shorter time period e.g. 6 months was considered.

The option to continue with the current practice where, following approval, the meeting minutes become the sole record of the meeting, and all other notes and recordings of the meeting are destroyed. It was noted that recordings are available on YouTube until the minutes are approved (typically 1-5 weeks).

Resolved: To continue with the current practice of deleting recordings of meeting from YouTube following approval of the meeting minutes.

522/25 Civility and Respect – Councillor Statement of Assurance

- a) **Resolved:** For the council to adopt the Councillor Statement of Assurance.
- b) **Resolved:** To request that all serving councillors sign the Statement of Assurance.

- c) **Resolved:** To require all newly elected or co-opted councillors to sign the Statement as part of their induction process.
- d) **Resolved:** To approve publication of confirmation of its commitment to the national Civility & Respect Pledge and Wiltshire Council's Positive Conduct equals Positive Democracy on the Council's media platforms.

523/25 Partnership Working:

- a) Councillor Baines provided an update, ahead of the minutes being published, from the Wiltshire Council Operational Flood Working Group meeting on 18th March 2026.
- b) Members considered a request from Wilts & Berks Canal Trust for the parish council to sign a Memorandum of Understanding regarding the Melksham Link Project. It was noted that although the Memorandum of Understanding would not be legally binding, members were concerned that the commitments would limit the Council's independence, particularly in planning decision making.

Resolved: to not sign the Memorandum of Understanding with the Wilts and Berks Canal Trust.

- c) **Resolved:** To accept the invitation from Melksham Town Council to join Melksham School Banners project
- d) The Clerk provided an update from the Village Hall meeting on 19th March 2026. She noted that parcel lockers (e.g. those for Amazon or InPost) were being investigated by Melksham Town Council as a potential source of income and that these might be of interest to the village halls. Further information will be shared by the Town Council.
- e) The Clerk provided feedback from Melksham Area Board Meeting held on 18th March 2026. She noted that no match funding had been requested during allocation of the grants and ran through the grants that had been allocated. She also clarifies that Town and Parish councils can request grants but only for revenue projects and not for capital projects.

Councillor Hemmings also attended the meeting and commented that he had found the report from Dorset and Wiltshire Fire and Rescue Service very informative. However, he was concerned about the plan to close fire stations particularly given the parish council's concerns about Battery Energy Storage System (BESS) safety. Councillor Richardson added that he would be completing the fire brigade survey on behalf of CAWS and would be highlighting the concerns with the current capacity of the service given the current number of infrastructure projects. The survey will be considered by the council at the next Full Council meeting.

- f) **Resolved:** In advance of receiving an update from Melksham Town Council on their review of Joint Emergency Plan, it was agreed to appoint the following members to the Community Resilience Working Party:
 - Peter Richardson
 - Mark Harris
 - John Glover (reserve)
- g) The correspondence with Wiltshire Council was noted and the Clerk explained that Wiltshire Council had confirmed their position of not being

willing to extend the cemetery. The correspondence with Melksham Town Council about the contradictory actions was also noted. The next working party meeting will be chaired by Melksham Without Parish Council.

Meeting closed at 9:50 pm

Chairman, 20th April 2026

Receipts for Month 11			Nominal Ledger Analysis					
Receipt Ref	Name of Payer	£ Amnt Received	£ Debtors	£ VAT	A/c	Centre	£ Amount	Transaction Detail
Balance Brought Fwd :		6,986.95					6,986.95	
V4956-BACS	Banked:03/02/2026	232.25						
V4956-BACS	Future of Football	232.25			1210	210	232.25	Inv.534b-Oct/ Nov usage
V4957-BACS	Banked:06/02/2026	473.00						
V4957-BACS	Future of Football FC	473.00			1210	210	473.00	Inv.540- Nov & Dec usage
V4958-BACS	Banked:06/02/2026	540.75						
V4958-BACS	Future of Football FC	540.75			1210	210	540.75	Inv.545- January 25 usage
V4959-BACS	Banked:25/02/2026	9.24						
V4959-BACS	BASRAG	9.24			1130	110	9.24	Inv.535- Flyer photocopying
V4960-BACS	Banked:26/02/2026	10.00						
V4960-BACS	Berryfield Village Hall	10.00			1120	110	10.00	Inv.549- Village Hall rent
Total Receipts for Month		1,265.24	0.00	0.00			1,265.24	
Cashbook Totals		8,252.19	0.00	0.00			8,252.19	

Payments for Month 11			Nominal Ledger Analysis						
Date	Payee Name	Reference	£ Total Amnt	£ Creditors	£ VAT	A/c	Centre	£ Amount	Transaction Detail
02/02/2026	Water2Business	V4950-DD	232.52				4323 320	232.52	Berryfield Allotment water
02/02/2026	Water2business	V4951-DD	330.95				4323 320	330.95	Briansfield allotment water
03/02/2026	Lloyds Bank PLC	V4952-SERV	8.50				4140 120	8.50	Service Charge
16/02/2026	Daisy (Onebill)	V4953-DD	63.85		10.64	4190	120	53.21	Inv.958-Office wifi & line
16/02/2026	Daisy (Onebill)	V4954-DD	72.11		12.02	4384	220	60.09	Inv.959-Pavilion wifi & line
24/02/2026	EDF Energy	V4955-DD	233.38		11.11	4312	220	222.27	Inv.08-Pavilion gas
Total Payments for Month			941.31	0.00	33.77			907.54	
Balance Carried Fwd			7,310.88						
Cashbook Totals			8,252.19	0.00	33.77			8,218.42	

Receipts for Month 11**Nominal Ledger Analysis**

<u>Receipt Ref</u>	<u>Name of Payer</u>	<u>£ Amnt Received</u>	<u>£ Debtors</u>	<u>£ VAT</u>	<u>A/c</u>	<u>Centre</u>	<u>£ Amount</u>	<u>Transaction Detail</u>
Balance Brought Fwd :		25,976.09					25,976.09	
V4949-INTE	Banked:03/02/2026	2,518.17						
V4949-INTE	CCLC Investmrent Management	2,518.17			1080	110	2,518.17	Interest
	Banked:24/02/2026	38,000.00						
V4947-TRAN	CCLA	38,000.00			240		38,000.00	Transfer from CCLA TO Unity
Total Receipts for Month		40,518.17	0.00	0.00			40,518.17	
Cashbook Totals		66,494.26	0.00	0.00			66,494.26	

Payments for Month 11				Nominal Ledger Analysis					
Date	Payee Name	Reference	£ Total Amnt	£ Creditors	£ VAT	A/c	Centre	£ Amount	Transaction Detail
02/02/2026	Grist Environmental	V4945-DD	118.63		19.77	4770	220	98.86	Inv.51-B'hill waste away
04/02/2026	Core Clean	V4943-BACS	750.00			4800	142	750.00	Inv.1085-Bus shelter deep clea
04/02/2026	CCLA	V4944-TRAN	20,000.00				240	20,000.00	Transfer from Unity to CCLA
16/02/2026	Lloyds Bank PLC	V4942-DD	387.06		64.03	4686	170	6.99	MCS Line
						4175	120	72.45	Office 365- Councillors
						4175	120	24.97	PDF Subscription
						4370	120	10.57	Adhesive remover spray
						4150	120	20.15	Pens, mouse mat & whiteboard t
						4150	120	5.82	Green pens
						4820	142	6.24	Litter picking kit
						347	0	-6.24	Litter picking kit
						6000	142	6.24	Litter picking kit
						4820	142	6.24	Litter picking kit
						347	0	-6.24	Litter picking kit
						6000	142	6.24	Litter picking kit
						4820	142	7.64	Litter picking hoops
						347	0	-7.64	Litter picking hoops
						6000	142	7.64	Litter picking hoops
						4150	120	17.41	Photo Frame
						4175	120	30.24	Officer office 365
						4175	120	6.33	MWPC Website hosting
						4200	120	12.99	Online meeting subscription
						4055	130	85.00	Reginal Training Seminar-Clerk
						4686	170	6.99	MCS Line
						4140	120	3.00	Monthly Fee
17/02/2026	EDF Energy	V4946-DD	143.45		6.83	4302	220	136.62	Inv.016- Pavilion electricity
27/02/2026	Agilico	V4922-BACS	57.31		9.55	4130	120	47.76	Inv.247-Office photocopying
27/02/2026	Aquasafe Environmental Ltd	V4923-BACS	168.00		28.00	4212	220	140.00	Inv.204-February 2026 PPM Visi
27/02/2026	Cleveland Sitesafe	V4924-BACS	144.00		24.00	4820	142	120.00	Inv.7207-Allen Keys for shed
						347	0	-120.00	Inv.7207-Allen Keys for shed
						6000	142	120.00	Inv.7207-Allen Keys for shed
27/02/2026	IAC Audit & Consultancy Ltd	V4925-BACS	474.00		79.00	4100	120	395.00	Inv.2093-Interim Audit 25/26
27/02/2026	JH Jones & Sons	V4926-BACS	2,742.77		457.13	4402	320	72.94	Inv.5782-Allotment grass cutti
						4402	320	21.88	Inv.5782-BSF Hedge cutting
						4400	142	417.42	Inv.5782-Play Area grass cutti
						4780	142	149.86	Inv.5782-Play Area bin emptyin

Continued on Page 289

Payments for Month 11

Nominal Ledger Analysis

Date	Payee Name	Reference	£ Total Amnt	£ Creditors	£ VAT	A/c	Centre	£ Amount	Transaction Detail
						4400	142	21.84	Inv.5782-Beanaore Leaf clearan
						4400	142	42.03	Inv.5782-Kestrel Shurb mainten
						4820	142	39.36	Inv.5782-SHF Annual cut
						347	0	-39.36	Inv.5782-SHF Annual cut
						6000	142	39.36	Inv.5782-SHF Annual cut
						4401	220	1,150.06	Inv.5782-JSF Pitch maintenance
						4400	142	25.00	Inv.5782-Grass cut outside BYF
						4781	220	96.50	Inv.5782-JSF Bin emptying
						4405	220	50.67	Inv.5782-JSF Hedge cutting
						4409	142	198.08	Inv.5782-Hornchurch POS
27/02/2026	JH Jones & Sons	V4927-BACS	2,365.60		394.27	4740	220	1,960.37	Inv.5772- Pitch enhancement
						355	0	-1,960.37	Inv.5772- Pitch enhancement
						6000	220	1,960.37	Inv.5772- Pitch enhancement
						4740	220	10.96	Inv.5772- Pitch enhancement
27/02/2026	JH Jones & Sons	V4928-BACS	1,158.00		193.00	4540	142	965.00	5815-SID Deployment-22.12-15.2
27/02/2026	Place Studio Ltd	V4929-BACS	3,818.40		636.40	4680	170	3,182.00	Inv.075-Appeal Representations
27/02/2026	Wiltshire Publication	V4930-BACS	59.52		9.92	4230	120	49.60	Inv.826- Grant advert
27/02/2026	Community Heartbeat Trust	V4931-BACS	170.34		28.39	4049	142	141.95	Inv.954- Child pads-New Inn d
27/02/2026	JH Jones & Sons	V4932-BACS	384.00		64.00	4560	142	320.00	Inv.819-BYF Allotments noticeb
27/02/2026	HM Revenue & Customs	V4933-BACS	2,876.92			4041	130	1,205.73	Period 11- February 2026
						4000	130	523.40	Period 11- February 2026-T
						4000	130	230.70	Period 11- February 2026-N
						4010	130	268.40	Period 11- February 2026-T
						4010	130	118.91	Period 11- February 2026-N
						4010	130	14.00	Period 11- February 2026
						4020	130	204.80	Period 11- February 2026-T
						4020	130	92.18	Period 11- February 2026-NI
						4460	142	208.00	Period 11- February 2026
						4800	320	10.80	Period 11- February 2026
27/02/2026	Wiltshire Pension Fund	V4934-BACS	2,249.23			4000	130	267.36	Period 11- February 2026
						4010	130	146.99	Period 11- February 2026

Continued on Page 290

Payments for Month 11				Nominal Ledger Analysis					
Date	Payee Name	Reference	£ Total Amnt	£ Creditors	£ VAT	A/c	Centre	£ Amount	Transaction Detail
						4020	130	127.61	Period 11- February 2026
						4045	130	1,707.27	Period 11- February 2026
27/02/2026	Teresa Strange	V4935-BACS	██████		10.63	4000	130	██████	February 2026 Salary
						4820	142	48.71	Padlocks for shumhold fields
						347	0	-48.71	Padlocks for shumhold fields
						6000	142	48.71	Padlocks for shumhold fields
						4155	120	9.53	Refreshments
						4190	120	4.42	February 26- Out of hours mobi
27/02/2026	Marianne Rossi	V4936-BACS	██████			4010	130	██████	February 2026 salary
27/02/2026	Fiona Dey	V4937-BACS	██████			4020	130	██████	February 2026 Salary
27/02/2026	Terry Cole	V4938-BACS	██████			4460	142	██████	February 2026 Salary
						4050	142	47.50	February 2026 Travel Allowance
						4051	142	45.00	Mileage x100
27/02/2026	David Cole	V4939-BACS	██████			4800	320	██████	February 2026 Salary
27/02/2026	Jens Cleaning	V4940-BACS	350.00			4750	220	350.00	Pavilion deep clean
27/02/2026	Jens Cleaning	V4941-BACS	183.00			4381	220	183.00	Changing room clean-10.1-11.2
28/02/2026	Unity Trust Bank	V4946-SERV	9.45			4140	120	9.45	Service Charge
Total Payments for Month			46,274.88	0.00	2,024.92			44,249.96	
Balance Carried Fwd			20,219.38						
Cashbook Totals			66,494.26	0.00	2,024.92			64,469.34	

Total Salaries
February 2026
£7,499.41

Receipts for Month 11		Nominal Ledger Analysis						
Receipt Ref	Name of Payer	£ Amnt Received	£ Debtors	£ VAT	A/c	Centre	£ Amount	Transaction Detail
	Banked:	0.00						
			0.00				0.00	
Total Receipts for Month		0.00	0.00	0.00			0.00	
Cashbook Totals		0.00	0.00	0.00			0.00	

Payments for Month 11			Nominal Ledger Analysis						
Date	Payee Name	Reference	£ Total Amnt	£ Creditors	£ VAT	A/c	Centre	£ Amount	Transaction Detail
			0.00						
Total Payments for Month			0.00	0.00	0.00			0.00	
Balance Carried Fwd			0.00						
Cashbook Totals			0.00	0.00	0.00			0.00	

Receipts for Month 11			Nominal Ledger Analysis					
Receipt Ref	Name of Payer	£ Amnt Received	£ Debtors	£ VAT	A/c	Centre	£ Amount	Transaction Detail
Balance Brought Fwd :		2,969.10					2,969.10	
Banked:		0.00						
			0.00					0.00
Total Receipts for Month		0.00	0.00	0.00			0.00	
Cashbook Totals		2,969.10	0.00	0.00			2,969.10	

Payments for Month 11			Nominal Ledger Analysis						
Date	Payee Name	Reference	£ Total Amnt	£ Creditors	£ VAT	A/c	Centre	£ Amount	Transaction Detail
			0.00						
Total Payments for Month			0.00	0.00	0.00			0.00	
Balance Carried Fwd			2,969.10						
Cashbook Totals			2,969.10	0.00	0.00			2,969.10	

Receipts for Month 11			Nominal Ledger Analysis					
<u>Receipt Ref</u>	<u>Name of Payer</u>	<u>£ Amnt Received</u>	<u>£ Debtors</u>	<u>£ VAT</u>	<u>A/c</u>	<u>Centre</u>	<u>£ Amount</u>	<u>Transaction Detail</u>
Balance Brought Fwd :		771,000.00					771,000.00	
Banked: 04/02/2026		20,000.00						
V4944-TRAN	Unity Bank	20,000.00				220	20,000.00	Transfer from Unity to CCLA
Total Receipts for Month		20,000.00	0.00	0.00			20,000.00	
Cashbook Totals		791,000.00	0.00	0.00			791,000.00	

Payments for Month 11			Nominal Ledger Analysis						
<u>Date</u>	<u>Payee Name</u>	<u>Reference</u>	<u>£ Total Amnt</u>	<u>£ Creditors</u>	<u>£ VAT</u>	<u>A/c</u>	<u>Centre</u>	<u>£ Amount</u>	<u>Transaction Detail</u>
24/02/2026	Unity Bank	V4947-TRAN	38,000.00				220	38,000.00	Transfer from CCLA TO Unity
Total Payments for Month			38,000.00	0.00	0.00			38,000.00	
Balance Carried Fwd			753,000.00						
Cashbook Totals			791,000.00	0.00	0.00			791,000.00	

MELKSHAM
WITHOUT
PARISH
COUNCIL



Notice is hereby given that the

**ANNUAL
PARISH
MEETING**

Will be held at

Melksham Rugby Club

“Oakfields” Eastern Way, Melksham, SN12 7GU

Monday 27th April at 7pm

Refreshments and networking from 6.30pm

**THE FOLLOWING BUSINESS WILL
BE TRANSACTED AT THE MEETING:**

To hear from councillors, groups and organisations on their activities during the past year and their plans for the coming year.

All residents of the parish are welcome to attend

AGENDA ITEM 07c Annual Parish Meeting 22

Receipts for Month 12

Nominal Ledger Analysis

Receipt Ref	Name of Payer	£ Amnt Received	£ Debtors	£ VAT	A/c	Centre	£ Amount	Transaction Detail
Balance Brought Fwd :		7,310.88					7,310.88	
V4989-BACS	Banked: 04/03/2026	232.25						
V4989-BACS	Future of Football	232.25			1210	210	232.25	Inv.534 (Part) Training camps
V4990-BACS	Banked: 09/03/2026	71.00						
V4990-BACS	Bath Road	71.00			1210	210	71.00	Inv.553- 8th March match
V4991-BACS	Banked: 10/03/2026	3,787.50						
V4991-BACS	Knorr Bremse	3,787.50			1230	210	3,787.50	Inv.548-Contribution-car park
V4992-BACS	Banked: 11/03/2026	71.00						
V4992-BACS	Pilot FC	71.00			1210	210	71.00	Inv.554- 7th March match
V4993-BACS	Banked: 23/03/2026	71.00						
V4993-BACS	Bath Road	71.00			1210	210	71.00	Inv.553- 22nd March match
V4994-BACS	Banked: 24/03/2026	6.54						
V4994-BACS	BASRAG	6.54			1130	110	6.54	Inv.559- Photocopying
V4995-BACS	Banked: 24/03/2026	3.22						
V4995-BACS	J Glover (British Girlguiding)	3.22			1130	110	3.22	Inv.558- Photocopying
V4996-BACS	Banked: 24/03/2026	71.00						
V4996-BACS	Pilot FC	71.00			1210	210	71.00	Inv.552-21st March pitch hire
V4997-BACS	Banked: 30/03/2026	71.00						
V4997-BACS	Pilot FC	71.00			1210	210	71.00	Inv.552- 28th March pitch hire
Total Receipts for Month		4,384.51	0.00	0.00			4,384.51	
Cashbook Totals		<u>11,695.39</u>	<u>0.00</u>	<u>0.00</u>			<u>11,695.39</u>	

Payments for Month 12

Nominal Ledger Analysis

<u>Date</u>	<u>Payee Name</u>	<u>Reference</u>	<u>£ Total Amnt</u>	<u>£ Creditors</u>	<u>£ VAT</u>	<u>A/c</u>	<u>Centre</u>	<u>£ Amount</u>	<u>Transaction Detail</u>
03/03/2026	Lloyds Bank	V4984-DD	9.50			4140	120	9.50	Service Charge
16/03/2026	Daisy (Onebill)	V4985-DD	79.43		13.24	4190	120	66.19	Inv.773- Office wifi & Line
16/03/2026	Daisy (Onebill)	V4986-DD	87.68		14.61	4384	220	73.07	Inv.774- Pavilion wifi & Line
24/03/2026	EDF Energy	V4987-DD	203.07		9.67	4312	220	193.40	Inv.09-Pavilion gas
31/03/2026	Lloyds Bank	V4988-DD	8.50			4140	120	8.50	Service Charge
Total Payments for Month			388.18	0.00	37.52			350.66	
Balance Carried Fwd			11,307.21						
Cashbook Totals			11,695.39	0.00	37.52			11,657.87	

Receipts for Month 12

Nominal Ledger Analysis

Receipt Ref	Name of Payer	£ Amnt Received	£ Debtors	£ VAT	A/c	Centre	£ Amount	Transaction Detail
Balance Brought Fwd :		20,219.38					20,219.38	
V4982-INTE	Banked: 03/03/2026	2,257.99						
V4982-INTE	CCLA Investment Management	2,257.99			1080	110	2,257.99	Interest
	Banked: 25/03/2026	14,000.00						
V4976-TRAN	CCLA	14,000.00			240		14,000.00	Transfer from CCLA TO Unity ac
V4983-GRAN	Banked: 27/03/2026	14,452.00						
V4983-GRAN	Football Foundation	14,452.00			1270	210	14,452.00	Yr 2- Pitch maintenance grant
					355		14,452.00	Yr 2- Pitch maintenance grant
					6001	210	-14,452.00	Yr 2- Pitch maintenance grant
Total Receipts for Month		30,709.99	0.00	0.00			30,709.99	
Cashbook Totals		<u>50,929.37</u>	<u>0.00</u>	<u>0.00</u>			<u>50,929.37</u>	

Payments for Month 12

Nominal Ledger Analysis

<u>Date</u>	<u>Payee Name</u>	<u>Reference</u>	<u>£ Total Amnt</u>	<u>£ Creditors</u>	<u>£ VAT</u>	<u>A/c</u>	<u>Centre</u>	<u>£ Amount</u>	<u>Transaction Detail</u>
02/03/2026	Grist Environmental	V4977-DD	79.56		13.26	4770	220	66.30	Inv.018-B'hill waste away
16/03/2026	Lloyds Bank PLC	V4981-DD	886.44		144.92	4190	120	41.28	Office phone calls
						4250	120	14.00	Land search- Methuen Ave P/A
						4175	120	75.00	ChatGPT Officer subscription
						4175	120	72.45	Office 365 for councillors
						4686	170	6.99	Age UK MCS Phone line
						4680	170	336.00	NHP Website premium plan
						4175	120	24.97	Acrobat Pro
						4175	120	30.24	Officer office 365
						4825	142	70.00	Shurnhold Field barrier sign
						4175	120	6.33	Website hosting
						4200	120	12.99	Online meeting subscription
						4686	170	6.99	MCS Phone line
						4190	120	41.28	Office phone calls
						4140	120	3.00	Monthly Fee
17/03/2026	EDF Energy	V4978-DD	125.25		5.96	4302	220	119.29	Inv.017-Pavilion electricity
26/03/2026	Agilico	V4961-BACS	74.39		12.40	4130	120	61.99	Inv.038-Office photocopying
26/03/2026	Aquasafe Environmental Ltd	V4962-BACS	168.00		28.00	4212	220	140.00	Inv.305- March 26 PPM Visit
26/03/2026	Colin Harrison Design	V4963-BACS	22.44		3.74	4680	170	18.70	Inv.4162-archive NHP domain
26/03/2026	Glasdon U.K Limited	V4964-BACS	441.07		73.51	4785	142	367.56	Inv.959-Replacement bin Corsha
26/03/2026	JH Jones & Sons	V4965-BACS	560.40		93.40	4820	142	467.00	Inv.5866-Standpipe tap install
						347	0	-467.00	Inv.5866-Standpipe tap install
						6000	142	467.00	Inv.5866-Standpipe tap install
26/03/2026	JH Jones & Sons	V4966-BACS	2,742.77		457.13	4402	320	72.94	Inv.5838-Allotment grass cut
						4402	320	21.88	Inv.5838-BSF Hedge cut
						4400	142	417.42	Inv.5838-Play Area grass cutti
						4780	142	149.86	Inv.5838-Play Area bin emptyin
						4400	142	21.84	Inv.5838-Beanacre leaf clearan
						4400	142	42.03	Inv.5838-Kestrel shrub mainten
						4820	142	39.36	Inv.5838-SHF Annual cut
						347	0	-39.36	Inv.5838-SHF Annual cut
						6000	142	39.36	Inv.5838-SHF Annual cut
						4401	220	1,150.06	Inv.5838-JSF Pitch Maintenance

Continued on Page 293

Payments for Month 12

Nominal Ledger Analysis

Date	Payee Name	Reference	£ Total Amnt	£ Creditors	£ VAT	A/c	Centre	£ Amount	Transaction Detail
						4400	142	25.00	Inv.5838-Grass cut outside BYF
						4781	220	96.50	Inv.5838-JSF Bin emptying
						4405	220	50.67	Inv.5838-JSF Hedge maintenance
						4409	142	198.08	Inv.5838-Hornchurch POS
26/03/2026	Wiltshire Council	V4967-BACS	3,343.25			4270	140	3,343.25	Office rent- 1/4/26-30/6/26
26/03/2026	Woodland & Countryside Manage	V4968-BACS	1,245.00			4415	142	1,245.00	Inv.08- Parish tree inspection
26/03/2026	Wiltshire Pension Fund	V4969-BACS	2,498.79			4045	130	1,892.79	Period 12- March 2026
						4000	130	331.40	Period 12- March 2026
						4010	130	146.99	Period 12- March 2026
						4020	130	127.61	Period 12- March 2026
26/03/2026	HM Revenue & Customs	V4970-BACS	3,228.85			4041	130	1,346.99	Period 12- March 2026
						4000	130	698.60	Period 12- March 2026-T
						4000	130	264.97	Period 12- March 2026-NI
						4010	130	268.20	Period 12- March 2026-T
						4010	130	118.91	Period 12- March 2026-NI
						4010	130	14.00	Period 12- March 2026
						4020	130	205.00	Period 12- March 2026-T
						4020	130	92.18	Period 12- March 2026-NI
						4460	142	208.00	Period 12- March 2026
						4800	320	12.00	Period 12- March 2026
26/03/2026	David Cole	V4975-BACS	██████			4800	320	██████	March 2026 Salary
27/03/2026	Teresa Strange	V4971-BACS	██████		4.63	4000	130	██████	March 2026 Salary
						4150	120	18.67	Storage boxes
						4190	120	4.54	Out of hours mobile- March 26
27/03/2026	Marianne Rossi	V4972-BACS	██████		28.39	4010	130	██████	March 2026 Salary
						4049	142	141.95	Child defib pads- Shaw V Hall
27/03/2026	Fiona Dey	V4973-BACS	██████			4055	130	495.00	CILCA Qualification
27/03/2026	Terry Cole	V4974-BACS	██████			4020	130	██████	March 2026 Salary
						4460	142	██████	March 2026 Salary
						4050	142	47.50	Travel Allowance March 25
						4051	142	33.75	Mileage x75 miles
31/03/2026	Unity Trust Bank	V4989-CHAR	0.30			4140	120	0.30	Manual Credit
31/03/2026	Unity Trust Bank	V4980-CHAR	11.20			4140	120	11.20	Service Charge
Total Payments for Month			24,375.29	0.00	865.34			23,509.95	
Balance Carried Fwd			26,554.08						
Cashbook Totals			50,929.37	0.00	865.34			50,064.03	

Total Salaries
March 2026

£8,173.15

Receipts for Month 12

Nominal Ledger Analysis

<u>Receipt Ref</u>	<u>Name of Payer</u>	<u>£ Amnt Received</u>	<u>£ Debtors</u>	<u>£ VAT</u>	<u>A/c</u>	<u>Centre</u>	<u>£ Amount</u>	<u>Transaction Detail</u>
	Banked:	0.00						
			0.00				0.00	
Total Receipts for Month		0.00	0.00	0.00			0.00	
Cashbook Totals		<u>0.00</u>	<u>0.00</u>	<u>0.00</u>			<u>0.00</u>	

Payments for Month 12

Nominal Ledger Analysis

<u>Date</u>	<u>Payee Name</u>	<u>Reference</u>	<u>£ Total Amnt</u>	<u>£ Creditors</u>	<u>£ VAT</u>	<u>A/c</u>	<u>Centre</u>	<u>£ Amount</u>	<u>Transaction Detail</u>
			0.00						
	Total Payments for Month		0.00	0.00	0.00			0.00	
	Balance Carried Fwd		0.00						
	Cashbook Totals		0.00	0.00	0.00			0.00	

Receipts for Month 12

Nominal Ledger Analysis

<u>Receipt Ref</u>	<u>Name of Payer</u>	<u>£ Amnt Received</u>	<u>£ Debtors</u>	<u>£ VAT</u>	<u>A/c</u>	<u>Centre</u>	<u>£ Amount</u>	<u>Transaction Detail</u>
Balance Brought Fwd :		2,969.10					2,969.10	
V4998-INTE	Banked: 31/03/2026	15.31						
V4998-INTE	Unity Trust Bank	15.31			1080	110	15.31	Interest
Total Receipts for Month		15.31	0.00	0.00			15.31	
Cashbook Totals		<u>2,984.41</u>	<u>0.00</u>	<u>0.00</u>			<u>2,984.41</u>	

Payments for Month 12

Nominal Ledger Analysis

<u>Date</u>	<u>Payee Name</u>	<u>Reference</u>	<u>£ Total Amnt</u>	<u>£ Creditors</u>	<u>£ VAT</u>	<u>A/c</u>	<u>Centre</u>	<u>£ Amount</u>	<u>Transaction Detail</u>
			0.00						
	Total Payments for Month		0.00	0.00	0.00			0.00	
	Balance Carried Fwd		2,984.41						
	Cashbook Totals		2,984.41	0.00	0.00			2,984.41	

Receipts for Month 12

Nominal Ledger Analysis

<u>Receipt Ref</u>	<u>Name of Payer</u>	<u>£ Amnt Received</u>	<u>£ Debtors</u>	<u>£ VAT</u>	<u>A/c</u>	<u>Centre</u>	<u>£ Amount</u>	<u>Transaction Detail</u>
Balance Brought Fwd :		753,000.00					753,000.00	
	Banked:	0.00						
			0.00					0.00
Total Receipts for Month		0.00	0.00	0.00			0.00	
Cashbook Totals		<u>753,000.00</u>	<u>0.00</u>	<u>0.00</u>			<u>753,000.00</u>	

Payments for Month 12

Nominal Ledger Analysis

<u>Date</u>	<u>Payee Name</u>	<u>Reference</u>	<u>£ Total Amnt</u>	<u>£ Creditors</u>	<u>£ VAT</u>	<u>A/c</u>	<u>Centre</u>	<u>£ Amount</u>	<u>Transaction Detail</u>
25/03/2026	Unity Bank	V4976-TRAN	14,000.00			220		14,000.00	Transfer from CCLA TO Unity ac
Total Payments for Month			14,000.00	0.00	0.00			14,000.00	
Balance Carried Fwd			739,000.00						
Cashbook Totals			<u>753,000.00</u>	<u>0.00</u>	<u>0.00</u>			<u>753,000.00</u>	

Quarterly income and expenditure report analysis for Qtr4

January, February and March 2026

Please be aware that this report has been done prior to any year end adjustments

Expenditure:

1. **(4110) Elections-** There was no elections in the parish, and as a result, the only spend under this heading was for the administration set up and cancellation of the elections.
2. **(4160) Minute book binding-** We are over budget for this year for minute book binding but there was several years' worth of minutes that needed binding.
3. **(4175) Email & Cloud hosting-** We are over budget for this year under this heading. The officer's office 365 monthly fee has increased because the accounts have been upgraded to business standard. Plus, we have taken out a subscription for Adobe Pro, which helps redact PDF documents, etc and Chat GPT.
4. **(4190) Phone, broadband & Line rent-** We are over budget for this item. We are currently out of contract for our office wifi and as such are on a variable plan currently. This is something that needs to be looked at to see whether we can get a cheaper deal.
5. **(4210) Safety/PAT Check:** The cost of this is per item, although this is over budget for the year it is minimal.
6. **(4390) Professional Services-** There is a minus under this code which is due to an accrual which was made at the 24/25 year end. This was for the Berryfield Village Hall and Whitworth Play Area legal fees, which still haven't been invoiced. As these haven't been invoiced and its been a few years now we will write this back at year end as it doesn't appear we will be invoiced now.
7. **(4270) Office rent-** You will see that this code is showing that we are over budget for the year, we are not. We are charged in advance and paid the invoice for rent from 1st April- 30th June in March. This will be adjusted when we do the year end close down to ensure that it is in the right financial year
8. **(4590) Street Furniture-** Most of the cost under this heading is for the refurbishment of the rights of way board. Although we are over budget under this heading, the expenditure is coming from solar farm funding.

- 9. (4600) Bus shelter cleaning-** The council agreed a new contract in this financial year because this wasn't being undertaken. This was in the knowledge that we would be overbudget for this; however, the expenditure is coming from solar farm funding.
- 10. (4780) Play Area bin emptying-** All spend under this heading is to the current agreed contract. You will see that we are over budget for the year. The parish council had to go out to tender for the grass cutting contract, and at the time of budget setting, it was not known what the awarded tender amount would be, so this had to be estimated. At the time of approving the tender, the council was aware that the amount was more than what had been budgeted. Some of the budgeted cost for the replacement wooden equipment inside of Beanacre Play Area project had been budgeted to come from precept, so it was agreed that some of this would be taken from solar farm funding, leaving funds available to cover the uplift on the grass cutting and bin emptying contract.
- 11. (4820) Shurnhold Fields-**All expenditure here comes from the Shurnhold Fields maintenance reserve. Any maintenance items associated with the car park and entrance project such as the shed have been taken from here. In terms of the capital for this project, we are awaiting an invoice from Wiltshire Council.
- 12. (4610, 4620 & 4630) Grants-** As per the recommendations at year end, the spend for the 25/26 financial year grants are included in the accounts for 24/25 due to when the expenditure was made. There is some spend under S137, which was for the VE Day event, and the spending under village hall grants is the grant paid to Shaw Village Hall in April. (They asked to be paid by BACS rather than CHQ.)
- 13. (4675) Real Time Information-** We still haven't been invoiced for the installation at Mitchell Drive yet, which is why there is a minus in this code.
- 14. (4680) Neighbourhood Plan-** Although it looks like the parish council is overbudget for the NHP, this takes into account all of the expenditure, not just the MWPC share. MTC are charged 70% of any expenditure that MWPC have incurred for the NHP and have been invoiced. We are unable to net off any reimbursement against the expenditure cost code, so this will be shown under 1480-NHP income once received.
- 15. (4212) Safety/ PAT check-** We are overbudget under this heading for this stage of the financial year, but this includes the cold water boost pump service which was budgeted under code 4772. In addition, we replaced the fire extinguishers inside of the pavilion this year. The overspend will come from reserves.

16. (4384) Wi-Fi & Line- This is over budget which is because we are currently out of contract and on a variable rate, which needs to be looked at in due course.

17. (4721) Repairs and maintenance- This is over budget, but this is because the paint from the pavilion doors was stripped off following issues with the paint coming off, which will come from the maintenance reserve.

18. (4323) Allotment Water- We are over budget for the year; it is always difficult to budget for the allotment water as it depends on whether we have had a really dry summer etc. We also had an issue with a high water bill at the start of the financial year, and upon investigations it was discovered that an allotment holder had connected a hosepipe to the water troughs and was filling up a large water tank. This was stopped immediately.

19. (4722) Repairs and maintenance allotments- We are overbudget under this heading which was because we had to replace one of the noticeboards at Berryfield allotments. The spend for the new noticeboard will come from reserves.

Detailed Income & Expenditure by Budget Heading 31/03/2026

Month No: 12

Cost Centre Report

		Actual Last Year	Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
<u>110</u>	<u>General Account Income</u>								
1076	Precept	261,592	285,135	285,135	0			100.0%	
1080	Bank Interest Received	21,198	27,633	15,000	(12,633)			184.2%	
1100	Grants and Donations RCVD	1,500	0	18,079	18,079			0.0%	
1120	Shaw VH and Playing Field-Rent	20	20	20	0			100.0%	
1130	Photocopying and YE Account Sa	61	57	50	(7)			114.0%	
1140	Solar Farm Community Fund	18,021	18,833	18,021	(812)			104.5%	
1145	Battery Storage Community Bene	0	15,000	0	(15,000)			0.0%	
	General Account Income :- Income	302,393	346,678	336,305	(10,373)			103.1%	0
	Net Income	302,393	346,678	336,305	(10,373)				
6001	less Transfer to EMR	18,021	0	0	0				
	Movement to/(from) Gen Reserve	284,372	346,678	336,305	(10,372)				
<u>120</u>	<u>Administration costs</u>								
4070	Chairs Allowance	930	538	1,000	462		462	53.8%	
4080	Members Training	90	70	500	430		430	14.0%	
4090	Members Expenses	0	0	80	80		80	0.0%	
4100	Audit Fees	1,420	395	1,950	1,555		1,555	20.3%	
1. 4110	Elections	0	293	12,000	11,707		11,707	2.4%	
4120	Postage	669	445	900	455		455	49.4%	
4130	Photocopying	652	601	650	49		49	92.4%	
4140	Bank Charges	192	302	300	(2)		(2)	100.7%	
4150	Admin and Stationery	761	628	825	197		197	76.1%	
4155	Refreshments Comm Events	296	151	350	199		199	43.0%	
2. 4160	Minute Books Binding	0	1,640	1,200	(440)		(440)	136.7%	
3. 4175	Email & Cloud hosting	1,398	2,093	1,350	(743)		(743)	155.0%	
4180	IT Support	175	0	450	450		450	0.0%	
4185	Accountancy Support	1,242	379	1,260	881		881	30.1%	
4. 4190	Telephone/Broadband/Line Rent	1,069	1,219	990	(229)		(229)	123.2%	
4200	Room Hire/Zoom	469	156	400	244		244	39.0%	
5. 4210	Safety/PAT Check	87	150	100	(50)		(50)	149.6%	
4220	Chairman's Brd/Chain of Office	0	0	300	300		300	0.0%	
4230	Advertising	681	229	250	21		21	91.8%	
4240	Quarterly Newsletter	1,364	530	2,160	1,630		1,630	24.5%	
4250	Land Search Fee	47	91	300	209		209	30.3%	
4351	New Equip & Furniture	0	406	1,200	794		794	33.8%	
4370	Cleaning Materials	61	41	50	9		9	82.3%	
6. 4390	Professional Services	4,448	(1,750)	2,000	3,750		3,750	(87.5%)	
4391	GDPR Compliance	35	47	35	(12)		(12)	134.3%	
	Administration costs :- Indirect Expenditure	16,085	8,653	30,600	21,947	0	21,947	28.3%	0
	Net Expenditure	(16,085)	(8,653)	(30,600)	(21,947)				
6000	plus Transfer from EMR	4,448	0	0	0				

Continued over page

Detailed Income & Expenditure by Budget Heading 31/03/2026

Month No: 12

Cost Centre Report

	Actual Last Year	Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
6001 less Transfer to EMR	3,000	0	0	0				
Movement to/(from) Gen Reserve	(14,638)	(8,653)	(30,600)	(21,947)				
130 Staffing								
4000 Clerk's Salary							95.5%	
4010 Finance & Amenities Officer Sa							100.0%	
4020 Parish Officer Salary							91.3%	
4041 NI - EmployER	10,123	14,738	15,466	728		728	95.3%	
4045 Superannuation - EmployER	18,373	20,841	21,782	941		941	95.7%	
4048 Office Staff Mileage & Parking	0	37	50	13		13	73.8%	
4055 Staff Training	225	1,119	1,400	282		282	79.9%	
4060 Staff DBS	0	39	120	81		81	32.5%	
4065 HR & Staff Provision	525	0	0	0		0	0.0%	
Staffing :- Indirect Expenditure	122,507	142,567	149,388	6,821	0	6,821	95.4%	0
Net Expenditure	(122,507)	(142,567)	(149,388)	(6,821)				
6001 less Transfer to EMR	10,000	0	0	0				
Movement to/(from) Gen Reserve	(132,507)	(142,567)	(149,388)	(6,821)				
140 Council Office Costs								
7. 4270 Office Rent - Campus	12,039	16,382	13,040	(3,342)		(3,342)	125.6%	
Council Office Costs :- Indirect Expenditure	12,039	16,382	13,040	(3,342)	0	(3,342)	125.6%	0
Net Expenditure	(12,039)	(16,382)	(13,040)	3,342				
142 Parish Amenities								
1460 Insurance Claim	0	4,233	0	(4,233)			0.0%	
1470 Berryfield Village Hall Reimbu	394	335	800	465			41.9%	
1490 Memorial Street Furniture	942	0	0	0			0.0%	
Parish Amenities :- Income	1,337	4,568	800	(3,768)			571.0%	0
4049 Defibrillator	3,724	1,424	1,530	106		106	93.1%	
4050 Caretaker Travel Allowance	570	570	570	0		0	100.0%	
4051 Caretaker Mileage & Parking	561	554	675	122		122	82.0%	
4281 Insurance	4,296	4,159	4,350	191		191	95.6%	
4385 Play Area Safety Surface Clean	8,575	0	5,000	5,000		5,000	0.0%	
4400 Play Area - Grass Cutting	5,736	5,569	5,937	368		368	93.8%	
4409 Hornchurch Road Public Open Sp	2,264	2,179	2,344	165		165	93.0%	
4410 ROSPA Inspections	796	816	850	34		34	96.0%	
4415 Tree Inspections and Work	0	1,245	2,500	1,255		1,255	49.8%	
4420 St Barnabas Annual Rent	24	0	24	24		24	0.0%	

Continued over page

Detailed Income & Expenditure by Budget Heading 31/03/2026

Month No: 12

Cost Centre Report

	Actual Last Year	Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
4460 Caretaker Salary							95.0%	
4490 Repair & Maintenance - Parish	80	0	0	0		0	0.0%	
4500 Weedspraying	1,619	1,755	1,700	(55)		(55)	103.2%	
4510 LHFIG Contributions	3,205	(147)	1,000	1,147		1,147	(14.7%)	
4540 Speed Indicator Device	4,762	4,246	5,200	954		954	81.7%	
4545 New Bus Shelter	0	3,775	5,000	1,225		1,225	75.5%	
4560 Shaw & Whitley Flood Resource	518	257	600	343		343	42.9%	
4575 Play Areas	39,775	1,249	45,100	43,851		43,851	2.8%	
4576 Drinking Water Fountains	840	0	0	0		0	0.0%	
8. 4590 Street Furniture	1,885	2,150	1,000	(1,150)		(1,150)	215.0%	
9. 4600 Bus Shelters Cleaning	650	1,600	940	(660)		(660)	170.2%	
10. 4780 Play Area - Bin Emptying	2,254	1,648	1,014	(634)		(634)	162.6%	
4785 Replacing Wiltshire Council bi	0	368	1,500	1,132		1,132	24.5%	
11. 4820 Shurnhold Fields Project	1,831	12,383	1,750	(10,633)		(10,633)	707.6%	12,365
4825 Shurnhold Fields CAPITAL Expen	0	70	0	(70)		(70)	0.0%	
Parish Amenities :- Indirect Expenditure	95,501	57,778	101,124	43,346	0	43,346	57.1%	12,365
Net Income over Expenditure	(94,165)	(53,210)	(100,324)	(47,114)				
6000 plus Transfer from EMR	56,738	12,365	0	(12,365)				
6001 less Transfer to EMR	3,800	0	0	0				
Movement to/(from) Gen Reserve	(41,227)	(40,844)	(100,324)	(59,480)				
170 Community Support								
1480 Neighbourhood Plan Income	13,405	2,002	1,400	(602)			143.0%	
1485 Grants	0	300	0	(300)			0.0%	
Community Support :- Income	13,405	2,302	1,400	(902)			164.4%	0
4610 Section 137 Grant	37,625	2,500	20,000	17,500		17,500	12.5%	
12. 4620 Village Hall Grants	25,750	13,050	22,000	8,950		8,950	59.3%	3,800
4630 Other Grants (TIC - Section 14	6,200	0	700	700		700	0.0%	
4650 Subscriptions	1,397	1,897	2,000	103		103	94.9%	
4670 Melks Public Toilets Contrib	5,000	0	5,000	5,000		5,000	0.0%	
13. 4675 Real Time Information- Bus She	0	(2,868)	63,684	66,552		66,552	(4.5%)	
14. 4680 Neighbourhood Plan	21,718	8,569	2,248	(6,321)		(6,321)	381.2%	
4685 Melksham Community Support	12,000	12,360	12,300	(60)		(60)	100.5%	
4686 Melksham Emergency Support	933	632	900	268		268	70.2%	
Community Support :- Indirect Expenditure	110,623	36,140	128,832	92,692	0	92,692	28.1%	3,800
Net Income over Expenditure	(97,219)	(33,838)	(127,432)	(93,594)				
6000 plus Transfer from EMR	13,246	3,800	0	(3,800)				
Movement to/(from) Gen Reserve	(83,972)	(30,038)	(127,432)	(97,394)				

Continued over page

Detailed Income & Expenditure by Budget Heading 31/03/2026

Month No: 12

Cost Centre Report

	Actual Last Year	Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
<u>210 Jubilee Sports Field Income</u>								
1210 Football Bookings	10,875	11,699	10,465	(1,234)			111.8%	
1230 Contributions	0	3,788	0	(3,788)			0.0%	
1260 Hire of Lounge/Kitchen Area un	93	593	920	327			64.5%	
1270 Pavilion & Field Grants	14,452	14,452	16,552	2,100			87.3%	14,452
Jubilee Sports Field Income :- Income	25,419	30,532	27,937	(2,595)			109.3%	14,452
Net Income	25,419	30,532	27,937	(2,595)				
6001 less Transfer to EMR	14,452	14,452	0	(14,452)				
Movement to/(from) Gen Reserve	10,967	16,080	27,937	11,858				
<u>220 Jubilee Sports Field Expenditu</u>								
15. 4212 Safety/PAT Check - % JSF Use	6,190	5,029	4,000	(1,029)		(1,029)	125.7%	
4282 Insurance - % JSF Use	603	508	603	95		95	84.2%	
4302 Electricity - % JSF Use	1,673	1,429	2,000	571		571	71.4%	
4312 Gas - % JSF Use	2,200	405	2,200	1,795		1,795	18.4%	
4322 Water and Sewage - % JSF Use	508	616	550	(66)		(66)	112.1%	
4381 Cleaning Contractor - % JSF Us	2,158	1,823	3,100	1,277		1,277	58.8%	
16. 4384 WiFi & Line- Pavilion	493	734	500	(234)		(234)	146.8%	
4401 JSF Grass Cutting/Line Marking	10,282	12,651	10,642	(2,009)		(2,009)	118.9%	
4405 JSF Hedge Maintenance	593	557	614	57		57	90.8%	
4430 Rates - % JSF Use	0	0	835	835		835	0.0%	
4710 Line Marking extra to Cntrct	0	528	0	(528)		(528)	0.0%	
17. 4721 Repairs & Maintennce - JSF	1,128	3,609	1,000	(2,609)		(2,609)	360.9%	
4740 Pitch & Pavilion Improvements	4,371	10,372	21,052	10,680		10,680	49.3%	10,361
4750 Deep Clean	350	350	375	25		25	93.3%	
4751 Pavilion window & skylight cle	0	250	0	(250)		(250)	0.0%	
4770 Waste Collection - %JSF Use	1,104	801	1,100	299		299	72.8%	
4772 Cold Water Pump Service	0	0	450	450		450	0.0%	
4781 JSF Bin Emptying	1,103	1,062	1,142	81		81	93.0%	
4791 Boiler Servicing - % JSF Use	400	400	450	50		50	88.9%	
Jubilee Sports Field Expenditu :- Indirect Expenditure	33,156	41,124	50,613	9,489	0	9,489	81.3%	10,361
Net Expenditure	(33,156)	(41,124)	(50,613)	(9,489)				
6000 plus Transfer from EMR	5,846	10,361	0	(10,361)				
Movement to/(from) Gen Reserve	(27,310)	(30,763)	(50,613)	(19,850)				

Detailed Income & Expenditure by Budget Heading 31/03/2026

Month No: 12

Cost Centre Report

	Actual Last Year	Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
<u>310 Allotment Income</u>								
1310 Berryfield Allotment Rents - C	1,591	3,141	1,670	(1,471)			188.1%	
1320 Briansfield Allotment Rent - C	1,508	2,828	1,640	(1,188)			172.4%	
Allotment Income :- Income	3,099	5,969	3,310	(2,659)			180.3%	0
Net Income	3,099	5,969	3,310	(2,659)				
<u>320 Allotment Expenditure</u>								
18. 4323 Water - Allotments	228	903	550	(353)		(353)	164.1%	
4402 Allotment Grass Cutting	1,084	1,043	864	(179)		(179)	120.7%	
19. 4722 Repairs & Maintenance - Allotm	510	1,050	100	(950)		(950)	1050.5%	
4800 Allotment Warden Salary	█	█	█	█		█	119.2%	
Allotment Expenditure :- Indirect Expenditure	2,559	3,831	2,214	(1,617)	0	(1,617)	173.0%	0
Net Expenditure	(2,559)	(3,831)	(2,214)	1,617				
<u>350 CIL</u>								
1420 Community Infrastructure Levy	101,963	96,048	96,048	(0)			100.0%	
CIL :- Income	101,963	96,048	96,048	(0)			100.0%	0
Net Income	101,963	96,048	96,048	(0)				
6001 less Transfer to EMR	101,963	0	0	0				
Movement to/(from) Gen Reserve	0	96,048	96,048	0				
<u>400 S106</u>								
1170 Wiltshire Council Contribution	64,764	0	11,800	11,800			0.0%	
1175 David Wilson Homes Contributio	0	0	20,000	20,000			0.0%	
S106 :- Income	64,764	0	31,800	31,800			0.0%	0
Net Income	64,764	0	31,800	31,800				
6001 less Transfer to EMR	64,764	0	0	0				
Movement to/(from) Gen Reserve	0	0	31,800	31,800				
Grand Totals:- Income	512,379	486,096	497,600	11,504			97.7%	
Expenditure	392,471	306,475	475,811	169,336	0	169,336	64.4%	
Net Income over Expenditure	119,908	179,621	21,789	(157,832)				
plus Transfer from EMR	80,277	26,526	0	(26,526)				
less Transfer to EMR	216,000	14,452	0	(14,452)				
Movement to/(from) Gen Reserve	(15,815)	191,696	21,789	(169,907)				

Total Salaries

Actual last year

Actual Year to date 25/26

Budget 25/26

£105,534.00

£118,536.00

£123,974.00

Bank Reconciliation Statement as at 31/03/2026
for Cashbook 1 - Current Account & Instant Acc

<u>Bank Statement Account Name (s)</u>	<u>Statement Date</u>	<u>Page No</u>	<u>Balances</u>
Current Account 02027655	31/03/2026		11,307.21
			<u>11,307.21</u>
<u>Unpresented Payments (Minus)</u>		<u>Amount</u>	
		0.00	
			<u>0.00</u>
			11,307.21
<u>Unpresented Receipts (Plus)</u>			
		0.00	
			<u>0.00</u>
			11,307.21
		Balance per Cash Book is :-	11,307.21
		Difference is :-	0.00

Councillor 1:

Name Signed Date

Councillor 2:

Name Signed Date

Clerk & RFO:

Name Signed Date

Melksham Without Parish Council
 First Floor Melksham Community Campus
 Market Place
 Melksham
 United Kingdom
 SN12 6ES

Your Account

Sort Code 30-98-75
Account Number 02027655

BUSINESS ACCOUNT

01 March 2026 to 31 March 2026

Money In	£4,384.51	Balance on 01 March 2026	£7,310.88
Money Out	£388.18	Balance on 31 March 2026	£11,307.21

Your Transactions

Date	Description	Type	Money In (£)	Money Out (£)	Balance (£)
03 Mar 26	SERVICE CHARGES REF : 478881331	PAY-04984		9.50 ✓	7,301.38
04 Mar 26	FUTURE OF FOOTBALL 534MR181125C	FPI-04989	232.25 ✓		7,533.63
09 Mar 26	BATH ROAD WANDERER BRW 8 MAR 300000001732628421	FPI-04990	71.00 ✓		7,604.63
10 Mar 26	F/FLOW KNORR-BREMS KBRS UK MLK	TFR-04991	3,787.50 ✓		11,392.13
11 Mar 26	BLACKMORE E 552-MR110326 023134710571113001 401262	FPI-04992	71.00 ✓		11,463.13
16 Mar 26	DAISY 4736739 3326779	DD-04985		79.43 ✓	11,383.70
16 Mar 26	DAISY 4736742 3326780	DD-04986		87.68 ✓	11,296.02
23 Mar 26	BATH ROAD WANDERER BRW 22 MAR 600000001736028067	FPI-04993	71.00 ✓		11,367.02
24 Mar 26	EDF ENERGY A-7BBF9B70-001	DD-04987		203.07 ✓	11,163.95
24 Mar 26	POULTON IJ+L BASRAG 559MR230326	FPI-04994	6.54 ✓		11,170.49
24 Mar 26	GLOVER J & C 558-MR230326 18155256761533000N 010832	FPI-04995	3.22 ✓		11,173.71
24 Mar 26	BLACKMORE E 552-MR110326 538258730022423001 401262	FPI-04996	71.00 ✓		11,244.71
30 Mar 26	BLACKMORE E 552-MR110326 930399329391033001 401262	FPI-04997	71.00 ✓		11,315.71
31 Mar 26 (Continued on next page)	SERVICE CHARGES REF : 481374332	PAY-04988		8.50 ✓	11,307.21

Bank Reconciliation Statement as at 31/03/2026
for Cashbook 2 - Unity Bank

<u>Bank Statement Account Name (s)</u>	<u>Statement Date</u>	<u>Page No</u>	<u>Balances</u>
Unity	31/03/2026	150	26,554.08
			<u>26,554.08</u>
<u>Unpresented Payments (Minus)</u>		<u>Amount</u>	
		0.00	
			<u>0.00</u>
			26,554.08
<u>Unpresented Receipts (Plus)</u>			
		0.00	
			<u>0.00</u>
			26,554.08
		Balance per Cash Book is :-	26,554.08
		Difference is :-	0.00

Signatory 1:

NameSignedDate

Signatory 2:

NameSignedDate

Clerk & RFO:

NameSignedDate

Your Account Statement



For Businesses. For Communities. For Good.

Unity Trust Bank plc
PO Box 7193
Planetary Road
Willenhall
WV1 9DG

Mrs Teresa Strange
First Floor Melksham Community Campus
Market Place
MELKSHAM
Wilts
SN12 6ES

Date: 31/03/2026

Account Name: Melksham Without Parish Council

Swift Code (BIC): NWBKGB2L

IBAN Number: GB93NWBK60023571418024

Sort Code: 608301

Account Number: 20371502

Your arranged overdraft limit is £0.00

Go Paperless! Receive your statements online and we'll notify you by SMS or email when they're available to view. Simply log into Your Online Banking and update your statement preferences or give us a call on 0345 140 1000

Contact Us

Call us: 0345 140 1000

Email us: us@unity.co.uk

Visit us: unity.co.uk



For eligible organisations, your deposits held with Unity Trust Bank are protected up to £85,000 under the Financial Services Compensation Scheme (FSCS). For more information about eligibility and compensation provided by the FSCS, please visit: FSCS.org.uk or refer to our FSCS Information Sheet and Exclusions List at unity.co.uk/fscs

Your Current T2 account transactions:

Date	Type	Details	Payments Out	Payments In	Balance
28/02/2026		Balance brought forward	£0.00	£0.00	£20,219.38
02/03/2026	Direct Debit	Direct Debit (ST ENVIRONMENTAWM0) <i>U4977</i>	£79.56 ✓	£0.00	£20,139.82
03/03/2026	Credit	CCLA Investment Management Limited <i>U4982</i>	£0.00	£2,257.99 ✓	£22,397.81
16/03/2026	Direct Debit	Direct Debit (LLOYDS BANK PLC) <i>U4981</i>	£886.44 ✓	£0.00	£21,511.37

Page number 1 of 3

Statement number 150

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Calls may be monitored and recorded for training, quality and security purposes.
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Your Current T2 account transactions:

Date	Type	Details	Payments Out	Payments In	Balance
17/03/2026	Direct Debit	Direct Debit (EDF ENERGY) 04978	£125.25 ✓	£0.00	£21,386.12
25/03/2026	Credit	CCLA Investment Management Limited 04976	£0.00	£14,000.00 ✓	£35,386.12
26/03/2026	Faster Payment Debit	B/P to: Glasdon 04964	£441.07 ✓	£0.00	£34,945.05
26/03/2026	Faster Payment Debit	B/P to: DAVID COLE 04975	████████ ✓	£0.00	£████████
26/03/2026	Faster Payment Debit	B/P to: Wiltshire Council 04967	£3,343.25 ✓	£0.00	£31,553.18
26/03/2026	Faster Payment Debit	B/P to: Wiltshire Pension 04969	£2,498.79 ✓	£0.00	£29,054.39
26/03/2026	Faster Payment Debit	B/P to: HMRC Cumbernauld 04970	£3,228.85 ✓	£0.00	£25,825.54
26/03/2026	Faster Payment Debit	B/P to: Woodland Country 04968	£1,245.00 ✓	£0.00	£24,580.54
26/03/2026	Faster Payment Debit	B/P to: JH Jones Sons 04966	£2,742.77 ✓	£0.00	£21,837.77
26/03/2026	Faster Payment Debit	B/P to: Agilico 04961	£74.39 ✓	£0.00	£21,763.38
26/03/2026	Faster Payment Debit	B/P to: Aquasafe 04962	£168.00 ✓	£0.00	£21,595.38
26/03/2026	Faster Payment Debit	B/P to: Colin Harrison Des 04963	£22.44 ✓	£0.00	£21,572.94
26/03/2026	Faster Payment Debit	B/P to: JH Jones Sons 04965	£560.40 ✓	£0.00	£21,012.54
27/03/2026	Faster Payment Debit	B/P to: TERRY COLE 04974	████████ ✓	£0.00	████████
27/03/2026	Faster Payment Debit	B/P to: Fiona Dey 04973	████████ ✓	£0.00	████████
27/03/2026	Faster Payment Debit	B/P to: TERESA STRANGE 04971	████████ ✓	£0.00	████████
27/03/2026	Faster Payment Debit	B/P to: MARIANNE ROSSI 04972	████████ ✓	£0.00	████████
27/03/2026	Credit	THE FOOTBALL FOUND 04983	£0.00	£14,452.00 ✓	£26,565.58
31/03/2026	Fee	Manual Credit Handling Charge 04989	£0.30 ✓	£0.00	£26,565.28
31/03/2026	Fee	Service Charge 04980	£11.20 ✓	£0.00	£26,554.08

**Bank Reconciliation Statement as at 31/03/2026
for Cashbook 3 - Fixed Term Deposit**

<u>Bank Statement Account Name (s)</u>	<u>Statement Date</u>	<u>Page No</u>	<u>Balances</u>
Fixed Term Deposit- Lloyds	31/03/2026		0.00
			<u>0.00</u>
<u>Unpresented Payments (Minus)</u>		<u>Amount</u>	
		0.00	
			<u>0.00</u>
			0.00
<u>Unpresented Receipts (Plus)</u>			
		0.00	
			<u>0.00</u>
			0.00
		Balance per Cash Book is :-	0.00
		Difference is :-	0.00

Signatory 1:

Name Signed Date

Signatory 2:

Name Signed Date

Melksham without Parish Council 2024/25

Bank - Cash and Investment Reconciliation as at 31 March 2025

<u>Confirmed Bank & Investment Balances</u>		
<u>Bank Statement Balances</u>		
31/03/2025	Current Account 02027655	90,154.47
31/03/2025	Unity	8,517.50
31/03/2025	Fixed Term Deposit	0.00
31/03/2025	Unity Instant access account	2,919.11
31/03/2025	Public Sector Deposit Fund	522,000.00
		623,591.08
<u>Unpresented Payments</u>		
		2,020.00
		621,571.08
<u>Receipts not on Bank Statement</u>		
		0.00
		621,571.08
<u>Closing Balance</u>		
<u>All Cash & Bank Accounts</u>		
1	Current Account 02027655	88,134.47
2	Unity Bank	8,517.50
3	Fixed Term Deposit	0.00
4	Instant Access Unity 20476339	2,919.11
5	CCLA	522,000.00
	Other Cash & Bank Balances	0.00
	Total Cash & Bank Balances	621,571.08

Please note that there is no statement to accompany the Bank Reconciliation for Cashbook 3 (Fixed Term Deposit) as it isn't a bank account it was previously used to sweep money in and out between meetings etc. Now that we have the CCLA account we don't use it. You will see that our year end accounts shows that there was £0 in the account as at 31st March 25.

**Bank Reconciliation Statement as at 31/03/2026
for Cashbook 4 - Instant Access Unity 20476339**

<u>Bank Statement Account Name (s)</u>	<u>Statement Date</u>	<u>Page No</u>	<u>Balances</u>
Unity Instant access account	31/03/2026	36	2,984.41
			<u>2,984.41</u>
<u>Unpresented Payments (Minus)</u>		<u>Amount</u>	
		0.00	
			<u>0.00</u>
			2,984.41
<u>Unpresented Receipts (Plus)</u>			
		0.00	
			<u>0.00</u>
			2,984.41
		Balance per Cash Book is :-	2,984.41
		Difference is :-	0.00

Signatory 1:

NameSignedDate

Signatory 2:

NameSignedDate

Clerk & RFO:

NameSignedDate

Your Account Statement



For Businesses. For Communities. For Good.

Mrs Teresa Strange
 First Floor Melksham Community Campus
 Market Place
 MELKSHAM
 Wilts
 SN12 6ES

Unity Trust Bank plc
 PO Box 7193
 Planetary Road
 Willenhall
 WV1 9DG

Date: 31/03/2026

Account Name: Melksham Without Parish Council

Swift Code (BIC): NWBKGB2L
IBAN Number: GB93NWBK60023571418024

Sort Code: 608301
Account Number: 20476339

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The credit interest rate is 1.95% AER as of your statement date.



For eligible organisations, your deposits held with Unity Trust Bank are protected up to £85,000 under the Financial Services Compensation Scheme (FSCS). For more information about eligibility and compensation provided by the FSCS, please visit: **FSCS.org.uk** or refer to our FSCS Information Sheet and Exclusions List at **unity.co.uk/fscs**

Contact Us

- Call us: 0345 140 1000
- Email us: us@unity.co.uk
- Visit us: unity.co.uk

Your Instant Access account transactions:

Date	Type	Details	Payments Out	Payments In	Balance
28/02/2026		Balance brought forward	£0.00	£0.00	£2,969.10
31/03/2026	Credit Interest	Credit Interest 04998	£0.00	£15.31	£2,984.41

Page number 1 of 2

Statement number 036

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**Bank Reconciliation Statement as at 31/03/2026
for Cashbook 5 - CCLA**

<u>Bank Statement Account Name (s)</u>	<u>Statement Date</u>	<u>Page No</u>	<u>Balances</u>
Public Sector Deposit Fund	31/03/2026		739,000.00
			739,000.00
<u>Unpresented Payments (Minus)</u>		<u>Amount</u>	
		0.00	
			0.00
			739,000.00
<u>Unpresented Receipts (Plus)</u>			
		0.00	
			0.00
			739,000.00
		Balance per Cash Book is :-	739,000.00
		Difference is :-	0.00

Councillor 1:

NameSignedDate

Councillor 2:

NameSignedDate

Clerk & RFO:

NameSignedDate

Statement of Account

Mrs Teresa G Strange
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place
Melksham
Wiltshire
SN12 6ES

5 April 2026

Account name: **MELKSHAM WITHOUT PARISH COUNCIL**
Account number: **PS1007177-001**
Statement period: **28/02/2026 to 31/03/2026**

Account summary

Total valuation as at 31 March 2026 **£739,000.00**
Total valuation as at last statement at 28 February 2026 **£753,000.00**

Holdings as at 31 March 2026

Fund name	Unit/share holdings	Price per unit/share	Value
Public Sector Deposit Fund SC4 - Public Sector GB00B3LDFH01	739,000.0000	£1.00	£739,000.00
Total value			£739,000.00

Transactions for the period from 28 February 2026 to 31 March 2026

Public Sector Deposit Fund SC4 - Public Sector

Transaction date	Transaction type	Unit/shares	Price per unit/share	Amount (GBP)
25/03/2026	Withdrawal - 04976	-14,000.0000	£1.0000	-£14,000.00

Correspondence address: PO Box 12892, Dunmow, Essex CM6 9DL

clientservices@ccla.co.uk Freephone 0800 022 3505 www.ccla.co.uk

Fund documentation is available at www.ccla.co.uk/investments, or may be requested from our Client Services team. Telephone calls are recorded.
CCLA Investment Management Limited (registered in England & Wales, No. 2183088) is authorised and regulated by the Financial Conduct Authority.
Registered address: One Angel Lane, London EC4R 3AB.

Fiona Dey

From: Teresa Strange
Sent: 09 April 2026 10:54
To: Fiona Dey
Subject: FW: A365 Bath Road - Melksham - Proposed traffic islands

Categories: Full council

For full council please

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 08 April 2026 16:06
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; nick.holder@wiltshire.gov.uk
Cc: andrew.griffin@wiltshire.gov.uk
Subject: A365 Bath Road - Melksham - Proposed traffic islands

Teresa / Nick,

I can confirm I have now placed the order for the two bolt down islands with Rediweld for the A365 Bath Road.

I have also spoken to our street works team re. the proposed install date of the **16th and 17th June 2026**.

In short, Streetworks are unhappy with the proposed dates and feel the provision of 3-way temporary signals on the A365 will cause too much disruption and delay on what is a designated 'traffic sensitive route'. They have asked for the work to be pushed back until the school summer break

Whilst they have not given a categorical refusal for the June dates, they will not permit any work unless it's carried out under restricted working hours (0930 – 1530) which incurs uplift of 17.5% ,and the use of an extra operative to manually control the temporary 3 way traffic signals. I estimate an increase in overall project costs of around £1500 - £2000.

The options are as follows:

1. Stick with the 16th and 17th June and incur the additional cost.
2. Delay the work until the school summer break.

I'd welcome your views.

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCMI
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council ,
County Hall, Bythesea Road
Trowbridge BA14 8JN

Wiltshire Council



Teresa Strange

From: Teresa Strange
Sent: 11 April 2026 12:01
To: [REDACTED]
Cc: Fiona Dey
Subject: RE: Automatic reply: [REDACTED]
Attachments: AGENDA ITEM 10b Appendix A.pdf; AGENDA ITEM 10b Lower Woodrow Melksham Speed Limit Report Issue.pdf

Dear Mr [REDACTED]

Thankyou for your email..... it is timely.

I think/hope at the time that we would have said that the process of assessment etc was in motion, but that these things are not a quick process.

We are just in receipt of the speel limit assessment report and its recommendation. The report says that its eligible.

On Monday 20th April evening it will be on the agenda for the parish council to consider the recommendations, and then if happy, to agree that they will pay 1/3 of the estimated cost, in the region of £5,000 to £6,000 in total.

This then goes back to Wiltshire Council's LHFIG (Local Highway Footpath Improvement Group) for their next meeting (early May) for them to approve funding the rest of the scheme in 2026/27 for implementation.

My apologies that we did not let you know that the report was back, its only just been received, we would have done next week when we issued the agenda for the Council meeting on Monday 20th April for approval.

You are most welcome to attend again to speak to this, but I am also happy to put your email below in the agenda pack to demonstrate that you and your neighbours are still concerned.

With kind regards Teresa

From: [REDACTED]
Sent: 11 April 2026 03:55
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Re: Automatic reply: [REDACTED]

Good evening Teresa

Hope your well and had a lovely Easter!

I just wanted to understand where we are at with reducing the speed limit down our road after the meeting I attended at Melksham campus

There are now 4 new family's which have moved to the immediate area which have 2 children in each household since our last meeting

The cars and motorcycles are still flying past our properties and on the meeting night last year everybody said in agreement that the road is so dangerous and something needs to be done!

I have been recording footage of motorcycles & cars driving way over 30mph of recent

Collectively all neighbours are in agreement something needs to happen before somebody is seriously injured or killed!

A horse on the 14th March was spooked outside ours by a vehicle who was traveling way over 30mph and the poor rider lady nearly got thrown off

Cutting the grass outside properties 210,208,209,206,207 is a complete risk in its own right with cars not going 30mph

I can not see how a speed limit can go from national speed limit straight to 30mph?

Is there something we need to do collectively as a neighbourhood? Like put group together and contact the local newspapers?

Kind regards

[REDACTED]

On 27 May 2025, at 08:55, Teresa Strange <clerk@melkshamwithout-pc.gov.uk> wrote:

I am out of the office on leave until Monday 2nd June.

I will not be checking emails, so if you need an urgent response please call the office on 01225 705700 or email to Marianne Rossi admin@melkshamwithout-pc.gov.uk

Fiona Dey

From: Teresa Strange
Sent: 28 March 2026 14:06
To: Fiona Dey
Cc: Alan Baines; Chris Griffiths
Subject: FW: Speed Limit Review - Lower Woodrow Road - Final Report
Attachments: Lower Woodrow Melksham Speed Limit Report Issue.pdf; Appendix A.pdf

Categories: Full council

Hi Fiona

For the April full council meeting for comments and approval of 1/3 contribution if you could add to the agenda please, off the top of my head LHFIG is 7th May so ample time to do it then.

Have copied to Cllr Baines as LHFIG rep and Cllr Griffiths as Highways Chair in the mean time for info.

Thank you

Teresa

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 18 March 2026 10:39
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Cc: andrew.griffin@wiltshire.gov.uk
Subject: Speed Limit Review - Lower Woodrow Road - Final Report

Hi Teresa,

Please find attached the Atkins's speed limit assessment report for Lower Woodrow Road, Melksham. I'm happy to receive any comments your members would like to make.

If you are happy with the report recommendations, the next stage is take it back to the LHFIG to seek the necessary funding in 26/27 for implementation.

I estimate costs of £5,000 to £6,000 (including TRO costs)

Any questions, just ask.

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCM
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council ,
County Hall, Bythesea Road
Trowbridge BA14 8JN

Wiltshire Council



Email: martin.rose@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

Highways Fault? Report it here:

<http://www.wiltshire.gov.uk/mywiltshire-online-reporting>

Fiona Dey

From: Teresa Strange
Sent: 09 April 2026 14:33
To: Fiona Dey
Subject: FW: Speed Limit Review - Lower Woodrow

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 30 March 2026 15:09
To: Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>
Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: RE: Speed Limit Review - Lower Woodrow

Hi Alan,

I understand the points you are making; however New Road is outside of the assessment area and we can't just include this as part of the proposed 40mph speed limit for Lower Woodrow Road I'm afraid.

I would also question whether New Road would meet the requirements for a rural 40mph limit. Whilst it is predominantly single-track road with a degree of use by vulnerable road users, I don't think this on its own would be sufficient to meet the criteria as set out in circular 01/13.

Lower Woodrow Road was only really considered for a 40mph due to the fact its on the National cycle route 403 and the number of farms / equestrian properties along the length. We don't have the same situation for New Road.

132. For C and unclassified roads with important access and recreational function, the following speed limits are deemed appropriate and traffic authorities should use these as guidance when reviewing the speed limits on these roads:

- the national speed limit of 60mph is only appropriate for the best quality C and Unclassified roads with a mixed function with few bends, junctions or accesses. In the longer term, these roads should be assessed against through-traffic criteria. For lower quality C and unclassified roads with a mixed function and high numbers of bends, junctions or accesses 50mph may be appropriate
- a speed limit of 40mph may be considered for roads with a predominantly local, access or recreational function, for example, in national parks or areas of outstanding natural beauty (AONB), or across, or adjacent to, unenclosed common land – or if they form part of a recommended route for vulnerable road users. It may also be appropriate if there is a particular collision problem

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCMI
Principal Engineer – Traffic Engineering

Highway Asset Management and Commissioning
Wiltshire Council ,
County Hall, Bythesea Road
Trowbridge BA14 8JN

Wiltshire Council

Email: martin.rose@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

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<http://www.wiltshire.gov.uk/mywiltshire-online-reporting>

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Bythesea Road
Trowbridge
BA14 8JN

Find the office on [Google Maps](#)

Travelling by car

Postcode for satnav: BA14 8JN

Visitor parking is at the front of the main building for 2 hours. Please input your car registration details on arrival. There are several pay and display car parks within a 5-minute walk of County Hall.

Travelling by Rail

Trowbridge railway station is, approximately, a 10-minute walk from County Hall.

From: Alan Baines <alan.baines@melkshamwithout-pc.gov.uk>

Sent: 30 March 2026 12:55

To: Rose, Martin <martin.rose@wiltshire.gov.uk>

Subject: Speed Limit Review - Lower Woodrow

Hi Martin,

Many thanks for sending through Atkins report - it seems to support the request and makes reference to the 'vulnerable users' such as cyclists on route 403 and horse riders from the several stables along that road. I would also identify one elderly lady who walks along there in and back to town and a chap who walks his dogs along there.

However, it does seem a bit bizarre that if this is implemented then New Road, a single track lane with passing places, will remain at national limit of 60, when both the Sandridge Common end road and the Woodrow end road will be limited to 40. Is there any way of dealing with that anomaly? Can we extend the zone, as it will reduce the proliferation of signage?

Thanks.
Kind regards,
Alan

Cllr. Alan Baines
Bowerhill Ward
Melksham Without Parish Council

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Lower Woodrow, Melksham

Speed Limit Assessment

Document Control Sheet

Project Title: Lower Woodrow, Melksham

Report Title: Speed Limit Assessment

Revision: Version 1

Status: Issue

Date: March 2026

Record of issue

Issue	Status	Author	Date	Check	Date	Authorised	Date
1	Issue	FC	03/26	KB	03/26	KB	03/26

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1.0 Introduction and background

This assessment has been undertaken at the request of the Melksham Without Parish Council.

The Parish Council have requested a speed limit assessment on Lower Woodrow Road, Melksham between the existing 60mph / 30mph speed limit terminal sign and the entrance to Six Guinea Cottage. Melksham Without Parish Council have expressed safety concerns about the amount and speed of traffic using Forest Road/ Woodrow, due to traffic from new housing developments using the route to travel north from the east side of Melksham. The Parish Council have requested that the assessment is undertaken to determine whether the 60mph speed limit can be reduced to a 40mph speed limit.

Lower Woodrow Road is an unclassified road and for the majority of its length the national speed limit (60mph) applies. The speed limit changes to 30mph when you enter Woodrow Road from the direction of Lower Woodrow. Lower Woodrow Road forms part of the National cycleway route 403 and has a number of equestrian sites.

The Department for Transport Circular 01/13 Setting Local Speed Limits sets out guidance as a basis for assessments of local speed limits, traffic authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is lower than the national speed limit. Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. Speed limits should be seen by drivers as the maximum rather than a target speed.

Speed limits should not be used to attempt to solve the problem of isolated hazards, such as a single road junction or reduced forward visibility. The principal aim in determining appropriate speed limits should be to provide a consistent message between speed limits and what the road environments looks like, therefore, changes in speed limit need to be reflective of changes in the road layout and characteristics. This approach will provide consistency across the country for drivers.

The underlying aim should be to achieve a 'safe' distribution of speeds. The key factors that should be considered in any decisions on local speed limits are:

- History of collisions;
- Road geometry and engineering;
- Road function;
- Composition of road users;
- Existing traffic speeds; and
- Road environment.

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered.

Circular 01/2013 Setting Local Speed Limits states that whilst traffic authorities should continue to routinely collect and assess both mean and 85th percentile speeds, mean averages should be used as the basis for determining local speed limits.

For clarity, the distinction between the mean and 85th percentile value is:

- Mean speeds are the average speeds that vehicles travel at
- 85th percentile speeds are the speeds at or below which 85% of vehicles are observed to travel under free-flowing conditions. This is a nationally recognised method of assessing traffic speeds. (Setting local speed limits, 2013).

What is a village?

The criterion for a 30mph limit is detailed in the Department for Transport Traffic Advisory Leaflet 01/04; Village Speed Limits, and is based on the amount of frontage development, with a requirement for 20 or more houses over a minimum length of 600 metres. This length may be reduced to 400 metres when the level of development density over this shorter length exceeds the 20 or more houses criterion and in exceptional circumstances a reduction to 300 metres is permissible. If there are just fewer than 20 houses, then the Highway Authority can make extra allowance for key buildings, such as a church, shop or school. The measurement of frontage development is based only on those houses that front onto the main road. It does not include groups of houses that access the main road from a side road. Frontage development density has to achieve an average of three houses per 100 metres throughout the length but particularly at the entrances to the limit. This ensures appropriate reinforcement of a village environment to the motorist. Please refer to Figure 1 below for an example. (DfT Traffic Advisory Leaflet 01/04 Village Speed Limits, 2004)

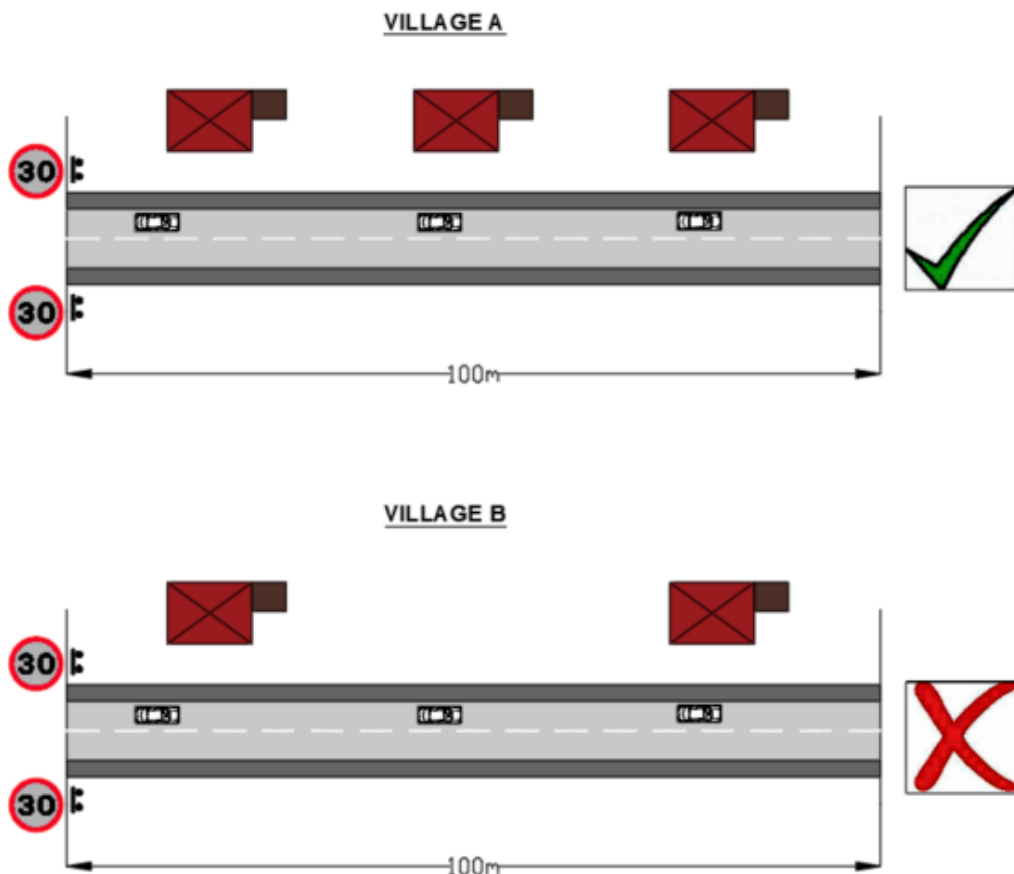


Figure 1 example of measure of density

Method of Analysis

The speed limit assessment process requires the calculation of time over distance to establish an average speed for each section of road being reviewed rather than the use of point speed data at a single location as would be collected by a traffic count survey. Generally, a total of seven journeys in each direction are made for each section of road under review and an average speed calculated from this analysis. The method of journey time analysis is considered a more robust analysis of vehicle speeds over the full length of each section to determine average speeds throughout the route rather than to rely on the use of point speeds which only offer a reading for vehicle speed at a single point of the route. This method ensures data is recorded for free-flowing traffic conditions.

Collision Data

The measurement of collisions is undertaken by establishing the number of recorded collisions that have taken place that have resulted in personal injury. Damage only and unrecorded incidents are not a material consideration. Collision data covering a 6-year period is used for assessment purposes, which is sourced from the Police Stats19 database.

The use of personal injury collisions is universal across the United Kingdom not only in the assessment of speed limits but also in identifying schemes to improve highway safety. This accords with the principles set out in the Road Safety Code of Good Practice. (A Road Safety Good Practice Guide for Highway Authorities, 2006)

Legal Traffic Regulation Order Process

There must be a legal basis for any speed limit change, it must meet the required criteria otherwise the restriction can be challenged in court. As a moving vehicle offence, the enforcement authority for speed limits is the Police, therefore agreement and support must be sought from them before any changes are implemented.

The implementation of any new or change to an existing speed limit requires the legal procedure to introduce a Traffic Regulation Order (TRO) to be followed. This process requires formal advertisement and consultation providing members of the public with an opportunity to comment on the proposal. The associated costs with conducting this legal process are in the region of £3,000 (current cost as of August 2024) and it can take between twelve to eighteen months to complete.

2.0 Data Collection

2.1 Site observations

The route is considered as a single section as its characteristics are generally consistent along its length.

Section 1

The section commences at the existing 60mph / 30mph speed limit terminal sign on Lower Woodrow Road near to its junction with New Road and continues north for a length of 849m to the end of the assessment, near Six Guinea Cottage. The speed limit on this section is national speed limit (i.e. 60mph). Lower Woodrow Road forms part of the National cycleway route 403.

The environment is rural with small verge and hedges on either side of the road. The road is relatively straight with open fields and farmland on both sides. Cottages and farm properties are scattered along the length concerned. There are also three local small businesses as well, named Aurora Homes SW Ltd, Craybourne Ltd and Vinny's Getaway Dog Park. There are also two equestrian sites: Forest Stables and Ivy Lodge. These properties and businesses are set back from the carriageway.

2.2 Journey time data

Journey time data has been collected. The method employed is to follow other vehicles, in free flowing traffic conditions, as they travel the route matching their speed. This gives an insight into how drivers using the route behave in terms of driven speeds.

Each section was driven 7 times in both directions, following a variety of vehicles/drivers, and the journey time for that section recorded. It should be noted that the length of each section varies.

<u>Journey Run Number</u>	<u>Section 1</u>
1	00:56.00
2	00:57.36
3	00:48.28
4	00:50.32
5	01:02.53
6	00:50.03
7	00:51.60
Average Times:	00:53.06

Table 1: Journey Time Data

Note: The fastest & slowest results from each section timing will be disregarded when calculating the average time for that particular section to produce more reliable results by disregarding outliers.

2.3 *Traffic speeds and volumes*

The journey time data shown in section 2.2 is used to calculate mean (average) speeds of vehicles on the route. Table 2 shows the mean speeds for each section and the accompanying calculation data.

Vehicle volumes are recorded using an ATC (Automatic Traffic Count) survey using pneumatic tubes laying across the road to collect detailed data on vehicle volume, speed and classification. The speed data collected by this device is not used for the speed limit assessment process as it gives point speeds only.

A device was set up between on the length of Lower Woodrow Road between New Road and an unnamed road for a 7-day period in December 2025. This recorded an annual average daily traffic (AADT) volume of 1,073.

Road Sections	Description	Average Journey Time	Section Length (Metres)	Speed (Metres per Second)	Mean Speed (Miles per Hour)
Section 1	From 60mph/ 30mph change of speed limit just west of New Street and continue north eastward for a length of 849m to the end of assessment near Six Guinea Cottage.	00:53.06	849	16.0	35.8

Table 2: Mean Vehicle Speeds

2.4 *Collision data*

An interrogation of the Police collision database indicates there have been 1 reported personal injury collision along the section of Lower Woodrow Road concerned in the 72 months (until 30th June 2025 as the most recent data available) preceding this report.

The collision was reported as slight. Two cars travelling in the opposition direction, collided front to front.

2.5 *Local concerns*

Melksham Without Parish Council have expressed safety concerns about an amount and speed of traffic using Forest Road/ Woodrow due to traffic from new housing developments using the route to travel north from the east side of Melksham. The volume of traffic has been considered the cause of speeding it as it's used as a rat run. The length of road is also a narrow straight road which adds to residents safety concerns. There are also a number of equestrian sites along the road, as well as forming part of the National cycleway route 403.

The Parish Council have requested that the 60mph speed limit can be reduced to a 40mph speed limit. This would allow a reduction in traffic speed before reaching the 30mph speed limit.

3.0 Analysis

It is set out in Circular 01/13 that 'Drivers are likely to expect and respect lower limits and be influenced when deciding on what is an appropriate speed, where they can see there are potential hazards, for example outside schools, in residential areas or villages and in shopping streets.'. The DfT therefore state that a principal aim for determining appropriate speed limits should be to provide a consistent message between the speed limit and what the road looks like and for changes in speed limit to be reflective of changes in the road layout and character.

The following are important factors when considering what is an appropriate speed limit:

- history of collisions, including frequency, severity, types and causes
- road geometry and engineering (width, sightlines, bends, junctions, accesses and safety barriers and so on)
- road function (strategic, through traffic, local access et cetera)
- composition of road users (including existing and potential levels of vulnerable road users);
- existing traffic speeds
- road environment, including level of road-side development and possible impacts on residents (e.g. severance, noise, or air quality)

It is recognised within the circular that road users perceive risks and appropriate speeds differently, with drivers often not having the same perception of the hazards of speeds as people on foot, cycles or horseback. The needs of vulnerable road users must be taken into account.

The guidance does however also state '*Speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility such as at a bend, since speed limits are difficult to enforce over such a short length. Other measures, such as warning signs including vehicle activated signs, carriageway markings, junction improvements, superelevation of bends and new or improved street lighting, are likely to be more effective in addressing such hazards. Similarly, crossings or, in rural areas, the provision of adequate footways can be a more effective means of improving pedestrian safety than lowering a speed limit over a short distance*'.

The guidance also advises that if a speed limit is set unrealistically low for a particular road function and condition, it may be ineffective and drivers may not comply with the speed limit. If many drivers continue to travel at unacceptable speeds, the risk of collisions and injuries would increase.

It may well be that a speed limit need not be changed if the collision rate can be improved or wider quality of life objectives can be achieved through other speed management measures, or other measures. These alternative measures should always be considered before proceeding with a new speed limit.

It is considered that the section of the assessed route on the Lower Woodrow Road would be classed as part of the rural road network when considering the criteria set out in the circular.

The following table sets out the speed limits for single carriageway roads in rural locations as would be applicable to Lower Woodrow Road, Melksham.

Speed limit (mph)	Where limit should apply:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.

Table 3: Rural Speed Limit Criteria - Circular 01/13

The route being assessed comprises of one section, i.e. **Section 1**. The section commences at the existing 60mph / 30mph speed limit terminal sign on Lower Woodrow Road near to its junction with New Road and continues north for a length of 849m to the end of the assessment, near the Six Guinea Cottage. The speed limit on this section is national speed limit (i.e. 60mph).

The environment is rural with small verge and hedges on either side of the road. The road is relatively straight with open fields and farmland on both sides. There are a number of equestrian centres along the road. The road also forms part of the national cycleway network so it is used by a number of vulnerable road users.

The Table on the drawing in Appendix A indicates that the assessed speed for **Section 1** is 40mph, whereas the existing speed limit is 60mph. The measured mean speed is 35.8 mph. This rural road has low actual driven speeds and has some of the characteristics for 40mph as per Table 2 in DfT Circular 01/2013. Taking into account the data collected, the site observations, and the assessment against DfT criteria, it is recommended that the existing 60mph speed limit is to be reduced to 40mph.

These conclusions are shown on the table on the drawing at the end of this report, In Appendix A.

4.0 Recommendation and Costs

The costed recommendation set out in this report is for the introduction of a 40mph speed limit. The likely associated costs for implementation are set out below.

<u>Description</u>	<u>Cost</u>
Traffic Regulation Order (TRO)	£3,000
Temporary Traffic Management	£2,000
Signing	£2,000
Associated electrical costs	Not applicable
Road Markings	£2,000

Table 4: Cost estimate

5.0 References

GOV.UK. 2013. *Setting local speed limits*. [online] Available at:

<https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits>

Webarchive.nationalarchives.gov.uk. 2004. *DfT Traffic Advisory Leaflet 01/04 Village Speed Limits*. [online] Available at:

<https://webarchive.nationalarchives.gov.uk/ukgwa/20120606202850/http://assets.dft.gov.uk/publications/tal-1-04/tal-1-04.pdf>

Assets.publishing.service.gov.uk. 2013. *DfT The Speed Limit Appraisal Tool: User Guide*. [online] Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/50262/user-guidance.pdf

Masseguridadvial.com. 2006. *A Road Safety Good Practice Guide for Highway Authorities*. [online] Available at: https://masseguridadvial.com/FILES/Complete_Guidance_EN.pdf

6.0 Appendix A – Speed limit assessment plans

Teresa Strange

From: Rose, Martin <martin.rose@wiltshire.gov.uk>
Sent: 14 April 2026 14:45
To: Teresa Strange
Cc: McCarthy, Tania; Lockwood Norris, Rebecca; nick.holder@wiltshire.gov.uk; Fiona Dey
Subject: RE: Resubmission of request for Bus Shelter at Falcon Way, Bowerhill

Hi Teresa,

Given the length of time which has elapsed, I would suggest this is submitted as new 26/27 request for consideration at the May 26 meeting.

The LHFIG can contribute to the purchase of a new shelter, however future maintenance responsibility would be borne by the parish council.

Please be advised that the LHFIG budget for 26/27 is facing a significant reduction across the board and our 26/27 balance for the Melksham LHFIG, (after considering our carry forward commitments from 2025/26 into 2026/27) will be less than **£12,000**. I raise it now as I want to manage expectations going forward. Demand will far outstrip supply and there will, I suspect, be a lot of unhappy town and parish councils.

An announcement is expected soon on the new LHFIG arrangements .

Regards

Martin Rose IEng, FIHE, MCIHT, CMgr MCM
Principal Engineer – Traffic Engineering
Highway Asset Management and Commissioning
Wiltshire Council ,
County Hall, Bythesea Road
Trowbridge BA14 8JN

Wiltshire Council



Email: martin.rose@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

Highways Fault? Report it here:

<http://www.wiltshire.gov.uk/mywiltshire-online-reporting>

Follow Wiltshire Council



Visiting the Council offices

County Hall

Bythesea Road
Trowbridge
BA14 8JN

Find the office on [Google Maps](#)

Travelling by car

Postcode for satnav: BA14 8JN

Visitor parking is at the front of the main building for 2 hours. Please input your car registration details on arrival. There are several pay and display car parks within a 5-minute walk of County Hall.

Travelling by Rail

Trowbridge railway station is, approximately, a 10-minute walk from County Hall.

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 14 April 2026 14:24
To: Rose, Martin <martin.rose@wiltshire.gov.uk>
Cc: McCarthy, Tania <Tania.McCarthy@wiltshire.gov.uk>; Lockwood Norris, Rebecca <Rebecca.LockwoodNorris@wiltshire.gov.uk>; Holder, Nick <Nick.Holder@wiltshire.gov.uk>; Fiona Dey <office@melkshamwithout-pc.gov.uk>
Subject: Resubmission of request for Bus Shelter at Falcon Way, Bowerhill

Hi Martin

I am pleased to confirm that Wiltshire Council have now taken the transfer of the land on Falcon Way, Bowerhill (which is on the attached doc, although WC Legal call Wellington Drive on the doc!) This land had not been previously adopted and has caused no end of issues for highway maintenance, which we can now crack on with.

Most importantly, we can resurrect the installation of a bus shelter here, near the junction of Kingfisher Drive.

This was submitted to CATG in September 2019 (attached). I have found the original reference number on the CATG 17/10/19.

p)	Issue 9-19-9 – Bowerhill Falcon Way – Request for Bus Shelter	New request submitted by Melksham Without Parish Request for a Bus Shelter near Kingfisher Drive for southbound travel. Highways gave a ball park estim £6,000 to include possible ground works.
----	--	---

Mark Stansby did some work on this, and at some point it was agreed to remove from the LHFIFG tracker due to the land ownership issues.

There have been a couple of residents from Kingfisher Drive objecting to its installation, and why it wasn't installed as part of a wider scheme in 2005 for a group of shelters installed in Bowerhill by Wiltshire Council – I think you had some funding at the time.

See the extract of the minutes of the December 2019 MWPC meeting, where the parish council have listened to those concerns, but still wish to proceed, for the benefit of the residents in Bowerhill who have requested the shelter here, to shelter from the weather etc. The agreement with Mark Stansby at the time was that the parish council would take the complaints, if Wiltshire Council didn't want to. We still have regular requests for this shelter from residents, particularly from those that attend RUH regularly and to go into town.

I am assuming that this has to go through LHFIFG for the arrangements on the footway – kassel kerbs etc – but not sure about the purchase of the bus shelter – if LHFIFG can also contribute to that? Or if via the new Bus

infrastructure funding (hence have copied in Tania and Rebecca). Or the parish council just go ahead and purchase. **Also copied to Tania and Rebecca as the RTI unit for this can be added back into the quote please.** Would it be simpler to have a tablet type without a need for electricity supply?

I have recently come across the drawings that were done in 2005 when this particular one didn't go ahead, and have attached for your info.

Cllr Nick Holder, as the local member, very aware of the project and supportive – was mentioned as part of the land transfer discussion at our meeting last night, by Nick, and he was in attendance in December 2019 when the residents raised concerns.

A lot of history and info there, but I thought it better that you had it warts and all.

I have not put forward as a new request to the central email point, as its already got an issue number, but are keen that this goes to the next LHFIG meeting please.

Obviously please give me a ring if you have any queries.
All the best, Teresa

Teresa Strange
Clerk & Responsible Financial Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place, Melksham
Wiltshire, SN12 6ES
01225 705700
www.melkshamwithout-pc.gov.uk

Wellbeing Statement I may send emails outside office hours but never with any expectation of response. Please just get back to me when you can within your own working hours. Thank you.

Want to keep in touch?

Follow us on facebook: [Melksham Without Parish Council](#) or [Teresa Strange \(Clerk\)](#) for additional community news

On X: [@melkshamwithout](#)

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We do not guarantee that any email is free of viruses or other malware.

From: Rowe, Jenny <Jenny.Rowe@wiltshire.gov.uk>
Sent: 08 April 2026 09:30
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: RE: Land for sale at Bader Park, Bowerhill

Hi Teresa

I have attached a copy of the transfer to show the land we have just acquired from Heron Homes.

Kind regards,

Jenny Rowe MRICS
Senior Estates Manager

Wiltshire Council, County Hall, Bythesea Road, Trowbridge, Wiltshire, BA14 8JN

Tel: 01225 713238
Mob: 07760 998592

From: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Sent: 07 April 2026 15:01
To: Rowe, Jenny <Jenny.Rowe@wiltshire.gov.uk>
Subject: RE: Land for sale at Bader Park, Bowerhill

Thanks Jenny, just following this up now back from leave.

Yes, been involved with the Falcon Way transfer for some time with Chris Clark and Heron Homes – we want to put in a bus shelter, replace a burnt out bin but its been an issue for years (and a bit of subsidence) so be good to get this one sorted.

From: Rowe, Jenny <Jenny.Rowe@wiltshire.gov.uk>
Sent: 24 March 2026 16:32
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Campbell, Craig <Craig.Campbell@wiltshire.gov.uk>
Cc: Dawson, Mike <Mike.Dawson@wiltshire.gov.uk>; nick.holder@wiltshire.gov.uk; Fiona Dey <office@melkshamwithout-pc.gov.uk>
Subject: RE: Land for sale at Bader Park, Bowerhill

Hi Teresa

Thanks for your email. I don't think the Council is in a position to purchase the land but I am pleased to report that we are currently in the process of having the small bits of 'left over' land at Falcon Way transferred to us by the developer at nil cost. This was instigated by Chris Clarke who is head of local highways.

Kind regards,

Jenny Rowe MRICS
Senior Estates Manager

Wiltshire Council, County Hall, Bythesea Road, Trowbridge, Wiltshire, BA14 8JN

Tel: 01225 713238
Mob: 07760 998592

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WILTSHIRE POLICE



Road Safety update – Melksham Area Board



18 March 2026

AGENDA ITEM 10d_RS_Update_Melksham_18032026
Keeping Wiltshire Safe

• #FATAL5 education



Speed limits are set for a reason and exceeding them is illegal. The minimum penalty for speeding is a fixed penalty fine of £100 and three points added to your licence.

Receiving 12 or more points within three years may disqualify you from driving.

If you're a newly qualified driver and receive six points during the first two years after passing your test, your licence will automatically be cancelled (revoked). To get it back you'll need to apply and pay for a new provisional licence and pass both theory and practical tests again.

If you're caught by a speed camera

Within 14 days of your vehicle being caught speeding the registered keeper will be sent a;

- Notice of Intended Prosecution
- Section 172 notice

They, or in the case of a company vehicle, the company secretary, must return the notice within 28 days telling the police who was driving the vehicle. If you receive a Section 172 notice and do not respond, the matter could be referred to the Magistrates' Court for a more serious offence which carries a mandatory six penalty points and maximum fine of £1,000.

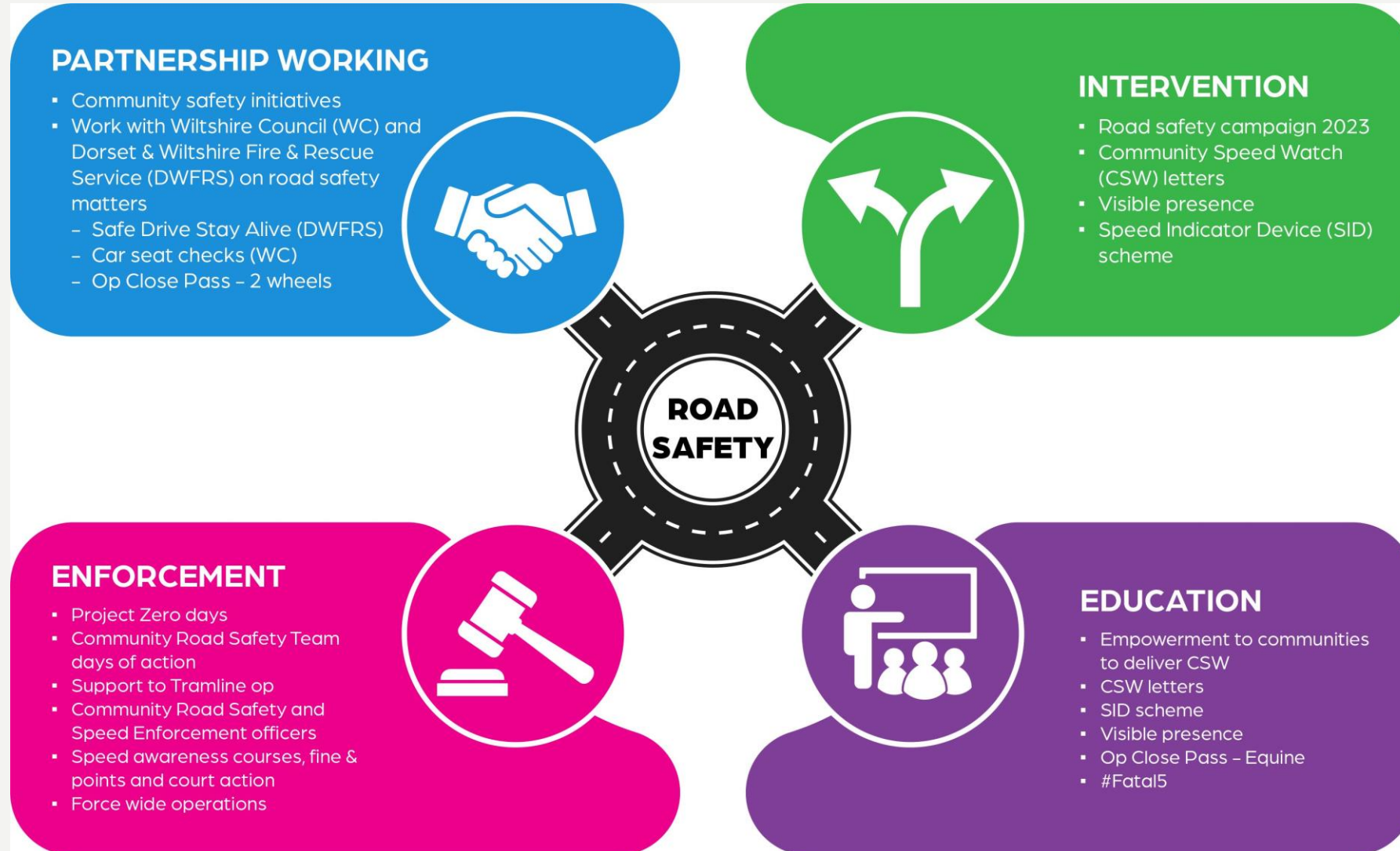
As the driver, depending on the speed and your eligibility, once you've responded to the notice you'll be sent:

- an option for a speed awareness course
- a fixed penalty notice
- or a letter telling you to go to court



It's a limit **NOT** a target!

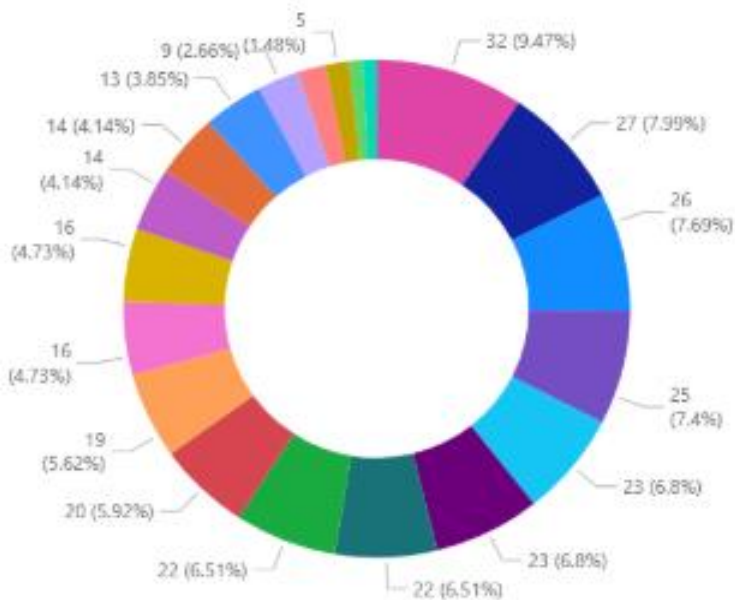
• Community Road Safety Team; what we do



• Traffic surveys – Melksham 1 January 2024 – December 2025

Wiltshire Council

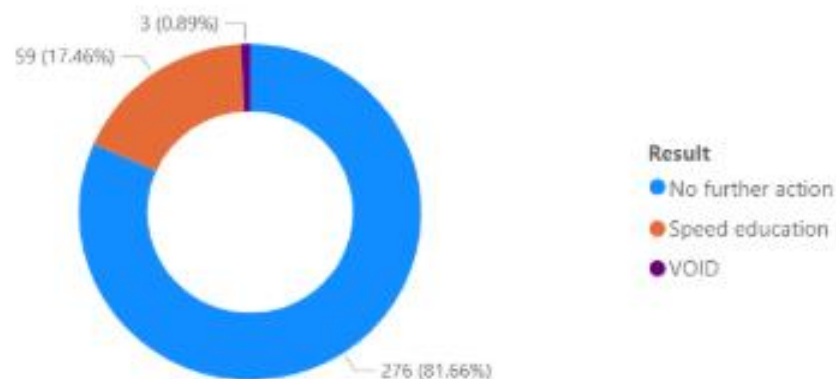
No. of requests by Area Board



Area Board

- Devises
- Warminster
- Southern Wiltshire
- Salisbury
- Corsham
- South West Wiltshire
- Chippenham
- Westbury
- Pewsey
- Stonehenge
- Bradford on Avon
- Swindon
- Melksham
- RWB
- Malmesbury
- Tidworth
- Calne
- Marlborough

All results for Wiltshire & Swindon



Results for your Area Board

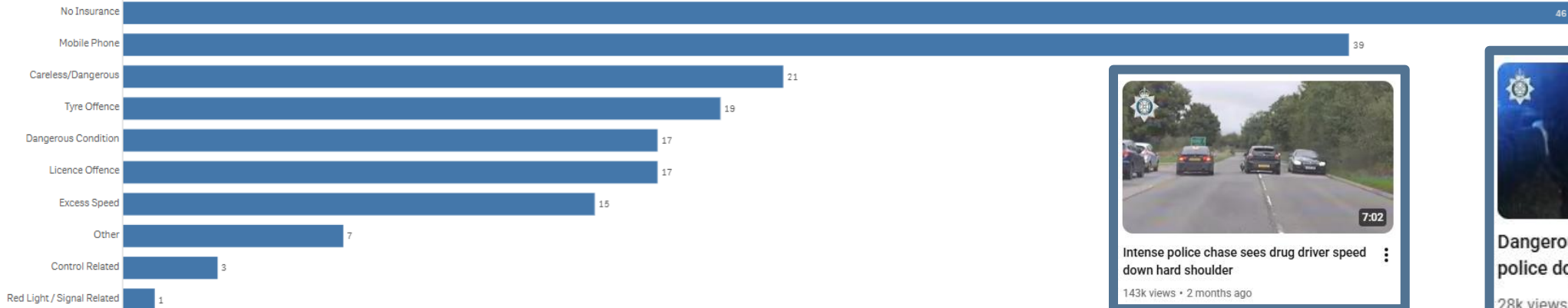


• Wider work recently

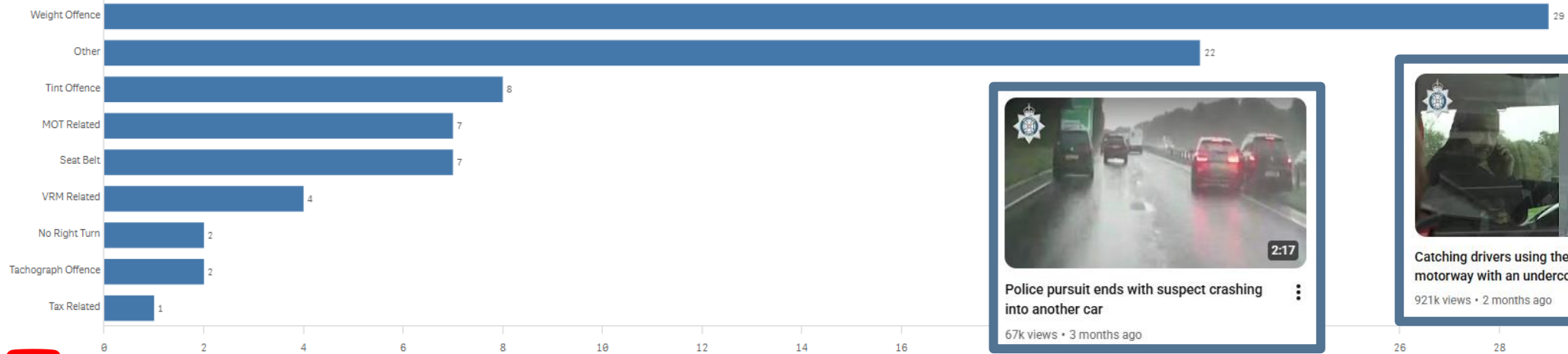
Our Roads Policing Unit (RPU) in the last quarter, covering **October** to end of **December** issued over **566 tickets** to motorists, for numerous road related offences.

The most common offences they are enforcing are:

Activity - Endorsable offences



Activity - Non-Endorsable Offences



Drug driver loses control during high speed police...
74k views • 13 days ago

Drunk driver stops in live motorway lane and attempt...
77k views • 2 weeks ago

Intense police chase sees drug driver speed down hard shoulder
143k views • 2 months ago

Dangerous driver meets police dog after crashing in...
28k views • 4 weeks ago

Police pursuit ends with suspect crashing into another car
67k views • 3 months ago

Catching drivers using their phones on the motorway with an undercover truck
921k views • 2 months ago

Community Speed Enforcement Officers

CSEO's



• CSEO – Dashboard



Speed Enforcement Total for 2025



Visits by Area Board

No. offered a speed awareness course, issues with a fine and points, or referred to court



Area Board
● Melksham



● Offered a speed awareness...
● Issued fine & points
● No, referred to Court

All subject to previous history and convictions

• Your Force | Your Area | Follow us

For information on Road Safety in Wiltshire visit: [Road Safety \(wiltshire-pcc.gov.uk\)](https://www.wiltshire-pcc.gov.uk)
<https://www.wiltshire-pcc.gov.uk/police-and-crime-plan/road-safety/>



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<https://www.wiltshire.police.uk/area/your-area/wiltshire/trowbridge/melksham-town>

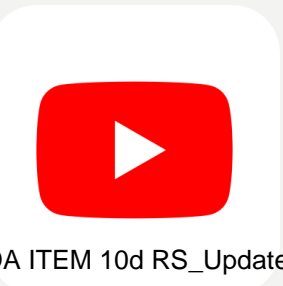
[Melksham Rural South | Your Area | Wiltshire Police | Wiltshire Police](https://www.wiltshire.police.uk/area/your-area/wiltshire/trowbridge/melksham-rural-south)

<https://www.wiltshire.police.uk/area/your-area/wiltshire/trowbridge/melksham-rural-south>



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<https://www.facebook.com/MelkshamPolice>



[Wiltshire Police – YouTube](https://www.youtube.com/user/WiltsPolice) - <https://www.youtube.com/user/WiltsPolice>

AGENDA ITEM 10e

To note update on the Melksham Bypass progress.

Melksham News Article 7th April 2026

A decision on the Melksham bypass is expected in early summer as uncertainty remains over its funding and future.

Wiltshire Council says it received confirmation at the end of March from the Department for Transport that a decision on the A350 Melksham Bypass is expected to be announced in early summer.

The council's preferred route for the bypass, running east of Melksham and around Bowerhill, was consulted on in 2021.

The update comes as the Government has published its Road Investment Strategy 3 (RIS3), setting out national road investment plans for the period to 2031. The document makes no specific reference to a bypass at Melksham and includes no funding commitment for the scheme. However, the strategy backs the findings of the M4 to Dorset Coast Strategic Study, which confirmed the A350 as the preferred route for traffic between the M4 and the south coast and outlines potential improvements to the route.

Wiltshire Council has reallocated £10million from this year's budget that had been set aside for the bypass scheme while it waits for news from the Department for Transport on moving the project forward.

Cllr Martin Smith, Cabinet Member for Highways, said, "The Department for Transport's (DfT) Road Investment Strategy 3 (RIS3) for 2026–2031 does not make any specific reference to potential bypasses for Melksham or Westbury.

"However, the document does endorse the findings of National Highways' M4 to Dorset Coast Strategic Study, which recommends 'detrunking' sections of the A36 and 'trunking' the A350 instead. DfT and National Highways are now working to develop this recommendation, which would be used to inform future investment decisions, including any potential new bypasses.

"As both Melksham and Westbury lie on the A350, this could mean that, in future, the road through these towns is managed by National Highways as a trunk road rather than by Wiltshire Council as a local authority road, as it is now. If this happens, there would be an expectation of greater national investment to improve the route and increase capacity, which could include bypasses for both towns.

"We will continue to work with DfT and National Highways to make the case for bypasses at Melksham and Westbury and to secure continued investment in Wiltshire's road network."

On the decision to reallocate £10million set aside for a Melksham bypass scheme, Cllr Smith said, “We are pausing our capital funding allocation that is earmarked for the project and reintroducing it only if DfT confirms it is ready to move forward with the scheme.

“This both protects the budget and frees up resources for deliverable capital projects that can make a difference in Wiltshire.”

With no firm commitment for a Melksham bypass in the RIS3, Councillor John Glover, Chair of Melksham Without Parish Council, said, “It is disappointing not to have a decision on the M4 to South Coast infrastructure project. Especially so, as the housing development in the West Wiltshire area is expected to lead to more out-commuting, thus putting further pressure on the A350 for access to the M4 from Melksham and towns to the south and south-west of us.

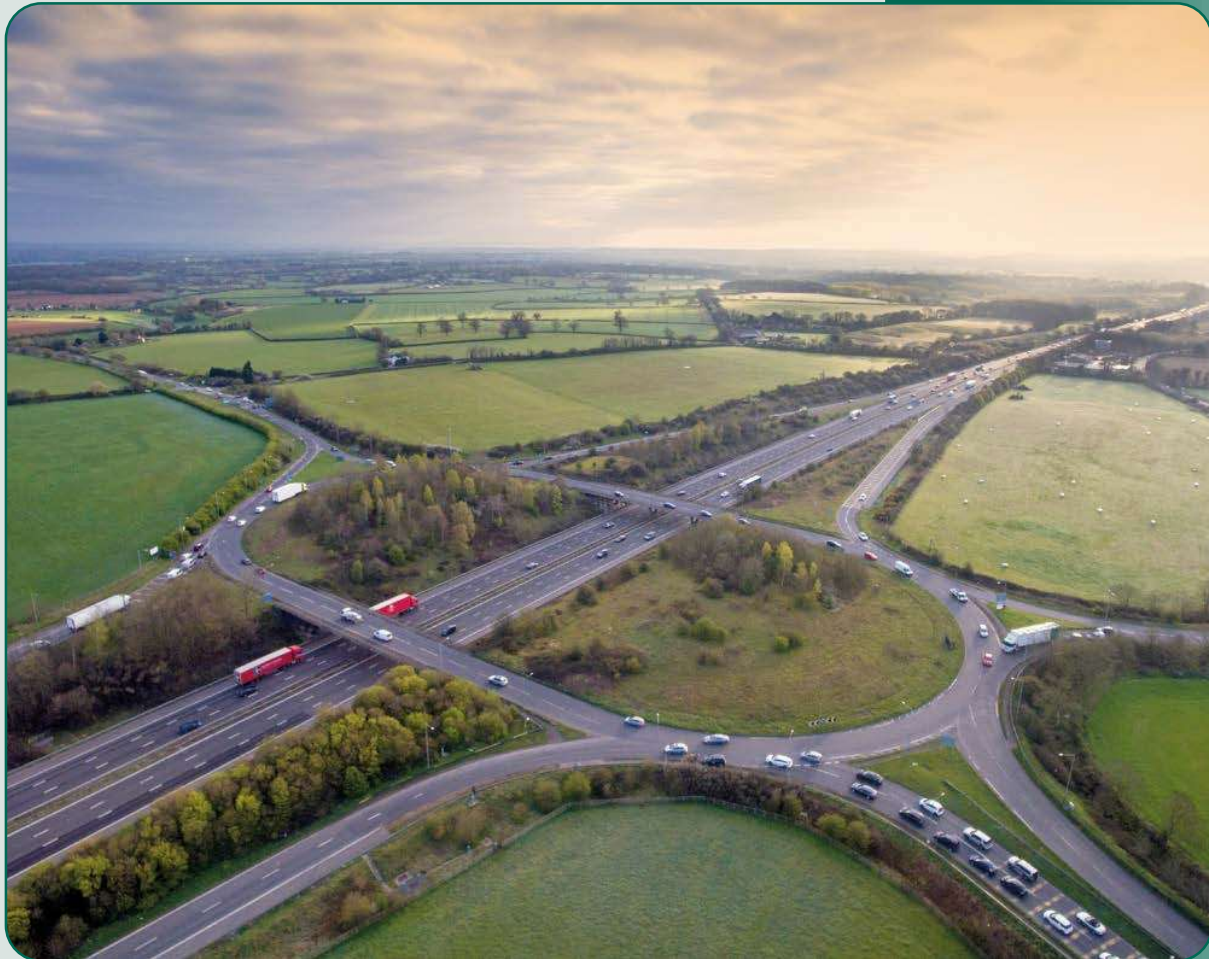
“This provides no relief for Beanacre, other parish residents nor for residents of the town, when delays and hold-ups on the A350 cause diversions throughout the area.”

Government report referenced in the article

https://www.gov.uk/government/publications/road-investment-strategy-3-ris3-2026-to-2031?utm_source=chatgpt.com with the extract on the M4 To Dorset Coast Strategy in the agenda pack .



Department
for Transport



Road Investment Strategy 3 2026 – 2031

The strategic studies concluded since 2020, included:

Trans Pennine Tunnel	<ul style="list-style-type: none"> ● Concluded in 2021 due to cost and environmental constraints. ● The work was subsequently rescoped as the Trans Pennine Connectivity, Safety and Resilience Study, which has directly informed RIS3 investment decisions.
Manchester North West Quadrant	<ul style="list-style-type: none"> ● Rescoped in 2022 to identify lower cost, smaller scale interventions. ● This work has improved National Highways' understanding of the performance and associated impacts on one of the busiest sections of the SRN and informed future enhancement pipeline considerations.
Oxford–Cambridge Expressway	<ul style="list-style-type: none"> ● Cancelled in 2021, with further targeted investigation carried out as part of the Oxford–Cambridge Arc Connectivity – Roads Study. ● The work identified several priority locations requiring further examination and development. This work will be refreshed during the third road period to ensure it reflects the latest plans emerging from the Oxford-Cambridge Growth Corridor.
Central Pennines	<ul style="list-style-type: none"> ● Completed with recommendations provided to local authorities and partners for incorporation into longer-term investment planning.
M4 Dorset Coast	<ul style="list-style-type: none"> ● Concluded in 2025, setting out a package of possible interventions to improve connectivity and resilience between the M4 and Dorset Coast. ● The study also recommended changes to the SRN between the M4 to Warminster, with associated detrunking of the A36 and trunking of the A350. Work is underway to develop and assess options for implementing these recommendations to inform future investment plans.
Urban SRN	<ul style="list-style-type: none"> ● Concluded in 2023. ● The findings of this study have supported better understanding of the role of the urban strategic network and helped strengthen engagement with local transport authorities and evolving regional priorities.
M25 South West Quadrant	<ul style="list-style-type: none"> ● Concluded in 2021, with most substantive recommendations centred on smart motorway interventions which were not progressed. ● Wider recommendations have informed future enhancement pipeline considerations on the parallel A404 corridor.

DfT will consider commissioning new strategic studies where emerging evidence indicates complex or evolving challenges on the SRN.

In parallel, DfT recognises that some prospective new town and growth locations have particularly complex interfaces with the SRN, including areas such as Brabazon and the Western Innovation Arc and parts of the Oxford-Cambridge corridor. In these locations, the SRN plays a critical role in enabling growth, but also presents constraints that require careful, strategic consideration. One example is National Highways exploring a more proportionate and targeted plan of any potential small-scale interventions for the A12 corridor in Essex. Any potential small-scale interventions would be subject to demonstrating that they would achieve wider government objectives for possible delivery in future road periods.

While RIS3 does not pre-empt decisions on the selection or delivery of new town sites, the Government expects continued collaborative working between National Highways, local leaders

and delivery partners to develop a shared understanding of network challenges and potential long-term approaches to managing growth in SRN-constrained areas.

Building on work undertaken in previous road periods, including the strategic study completed for the Oxford-Cambridge corridor during the second road period, RIS3 provides the framework for further evidence-led consideration of strategic network issues where this would add value.

Any future strategic studies or refreshes will be considered in the context of wider government priorities, affordability and deliverability, and will inform longer-term planning rather than constitute a commitment to specific interventions or investment within the third road period.

Geographical scope of the SRN

The pressures on local and strategic roads change over time. The SRN may need to evolve to continue to meet the needs of the people and businesses who rely on it.

Changes to the size and scale of the SRN (including the trunking and detrunking of particular stretches of road) are complex and have implications for funding, both for local highway authorities and National Highways. Any change involves evidence gathering and analysis to provide clarity on operational, managerial, commercial, contractual, financial, legal and other implications, as well as close engagement and collaboration with relevant local highway authorities.

In the short-term, there are no plans for any significant changes to the extent of the SRN. Possible changes will continue to be reviewed in the third road period, and any agreed changes will be taken forward in the following road period.

Fiona Dey

From: Fiona Dey
Sent: 09 April 2026 15:40
To: Fiona Dey
Subject: FW: PROPOSED TRAFFIC REGULATION ORDER FOR CONSULTATION – Various Parking Orders
Attachments: Western Wiltshire Order 2026.pdf; Press Notice 1 Melksham News 2026.pdf; ITM Statement of Reasons.pdf

From: Bahadoor, Hannah <Hannah.Bahadoor@wiltshire.gov.uk>
Sent: 31 March 2026 14:42
To: Bahadoor, Hannah <Hannah.Bahadoor@wiltshire.gov.uk>
Subject: PROPOSED TRAFFIC REGULATION ORDER FOR CONSULTATION – Various Parking Orders

Dear all,

THE COUNTY OF WILTSHIRE (WESTERN WILTSHIRE) (OFF STREET PARKING PLACES) ORDER 2026

Please find attached a copy of the above proposed Traffic Regulation Orders forwarded to you for consultation.

This proposal will be advertised in the Melksham News on 9th April 2026 and the consultation period end on 5th May 2026.

Please note this forms part of a larger proposal for car parking across Wiltshire, full details of which can be seen on the Wiltshire Council website from 9th April 2026 at <https://www.wiltshire.gov.uk/troconsultations>

Comments on this proposal, quoting reference HKB/TRO/Parking may be made by:

Email to trafficorderconsultations@wiltshire.gov.uk

or

In writing to:

TRO Team
Highway Assets and Commissioning
County Hall
Bythesea Road
TROWBRIDGE
Wiltshire BA14 8JN

Hannah Bahadoor
Team Leader Legal and Technical Support
Highway Assets and Commissioning

Wiltshire Council



Tel: 01225 713402
Email: hannah.bahadoor@wiltshire.gov.uk
Web: www.wiltshire.gov.uk
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Please note my working days are Tuesday, Wednesday and Thursday

Attachments:

Order
Press Notice (Melksham News)
Statement of Reasons

Wiltshire Council Disclaimer: <https://www.wiltshire.gov.uk/disclaimer>

WILTSHIRE COUNCIL

ROAD TRAFFIC REGULATION ACT 1984
TRAFFIC MANAGEMENT ACT 2004

THE COUNTY OF WILTSHIRE (WESTERN WILTSHIRE) (OFF STREET PARKING PLACES) ORDER 2026

NOTICE IS HEREBY GIVEN THAT Wiltshire Council proposes to make the above Order under the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004 the effect of which will be to revoke The County of Wiltshire (Western Wiltshire) (Off Street Parking Places) Order 2022 (with amendments 1, 2 and 3), to re-enact it in the above Order, **To amend charging hours and days in all Pay and Display car parks to apply All Days 7am – 7pm** (unless otherwise stated) and **to introduce the tariffs as set out below;**

Melksham

Charges valid until 31st August 2028

Bath Road Car Park: 1hr - £0.60, 2hrs – £1.70, 3hrs - £3.00, 4hrs - £3.70, 5hrs - £4.90, All Day - £8.60

Church Street Car Park: to 1hr – £0.60, 2hrs - £1.80, 3hrs - £3.10

King Street Car Park and Lowbourn Car Park: 1hr - £0.50, 2hrs - £1.60, 3hrs - £2.80, 4hrs - £3.70, 5hrs - £4.90, All Day - £7.10

Union Street Car Park: 1hr - £0.50, 2hrs - £1.60, 3hrs - £2.80, 4hrs - £3.70, 5hrs - £4.90, All Day - £9.10

Standard Season Ticket charges as listed below:

Church Street, King Street and Lowbourn Car Parks: 12 months - £852, 6 months - £426, 3 months - £213, 1 month £71

Union Street Car Park: 12 months - £1092, 6 months - £546, 3 months - £273, 1 month - £91

Charges valid from 1st September 2028

Bath Road Car Park: 1hr - £0.70, 2hrs – £1.80, 3hrs - £3.20, 4hrs - £3.90, 5hrs - £5.20, All Day - £9.10

Church Street Car Park: to 1hr – 0.70, 2hrs - £1.90, 3hrs - £3.30

King Street Car Park and Lowbourn Car Park: 1hr - £0.60, 2hrs - £1.70, 3hrs - £3.00, 4hrs - £3.90, 5hrs - £5.20, All Day - £7.50

Union Street Car Park: 1hr - £0.60, 2hrs - £1.70, 3hrs - £3.00, 4hrs - £3.90, 5hrs - £5.20, All Day - £9.60

Standard Season Ticket charges as listed below:

Church Street, King Street and Lowbourn Car Parks: 12 months - £900, 6 months - £450, 3 months - £225, 1 month £75

Union Street Car Park: 12 months - £1152, 6 months - £576, 3 months - £288, 1 month - £96

Please note this forms part of a wider proposed review of parking across Wiltshire, full details of which can be seen on the Wiltshire Council website as detailed below.

Copies of the draft Order and Statement of the Council's Reasons for proposing to make the Order may be inspected at the offices of Wiltshire Council, County Hall, Bythesea Road, Trowbridge during normal office hours. Details of the proposed scheme may be seen at Melksham Library, Melksham Community Campus, Market Place, Melksham between the hours of 6.30am – 10pm Monday – Thursday, 6.30am – 9pm Friday and 8am – 6pm Saturday until 5th May 2026. Documents can also be viewed online at <https://www.wiltshire.gov.uk/troconsultations>

Comments on the proposal together with the reasons for which they are made should be sent in writing to reach Highways Assets and Commissioning, by email to TrafficOrderConsultations@wiltshire.gov.uk or via the website by 5th May 2026 quoting reference WILTS/TRO/Parking.

Highways Assets and Commissioning, County Hall, Bythesea Road TROWBRIDGE
BA14 8JN

9th April 2026

WILTSHIRE COUNCIL

ROAD TRAFFIC REGULATION ACT 1984
TRAFFIC MANAGEMENT ACT 2004

1. **THE COUNTY OF WILTSHIRE (EASTERN WILTSHIRE) (OFF STREET PARKING PLACES) ORDER 2026**
2. **THE COUNTY OF WILTSHIRE (NORTHERN WILTSHIRE) (OFF STREET PARKING PLACES) ORDER 2026**
3. **THE COUNTY OF WILTSHIRE (SOUTHERN WILTSHIRE) (OFF STREET PARKING PLACES) ORDER 2026**
4. **THE COUNTY OF WILTSHIRE (WESTERN WILTSHIRE) (OFF STREET PARKING PLACES) ORDER 2026**
5. **THE COUNTY OF WILTSHIRE (MALMESBURY AND MALMESBURY WITHOUT) (PROHIBITION AND RESTRICTION OF WAITING, PROHIBITION OF STOPPING TAXI RANK CLEARWAYS AND ON STREET PARKING) CONSOLIDATION ORDER 2026**
6. **THE COUNTY OF WILTSHIRE (MARLBOROUGH) (PROHIBITION AND RESTRICTION OF WAITING, PROHIBITION OF STOPPING, TAXI RANK CLEARWAYS AND ON STREET PARKING) CONSOLIDATION ORDER 2026**
7. **THE COUNTY OF WILTSHIRE (SALISBURY) (PROHIBITION AND RESTRICTION OF WAITING, PROHIBITION OF STOPPING, TAXI RANK CLEARWAYS AND ON STREET PARKING) CONSOLIDATION ORDER 2026**

**Statement of Wiltshire Council's reasons for proposing
to make the above Orders**

ORDERS 1 – 7

Introduction to Order 1 of Marlborough Leisure Centre Car Park

The introduction of a Parking Order at Marlborough Leisure Centre is required to ensure that parking spaces remain available for genuine users of the facility. Over recent months, the site has experienced a significant increase in non-patron parking, including vehicles belonging to nearby residents, town visitors, and contractors associated with ongoing building works. This misuse has reduced the availability of spaces for leisure centre members and customers, negatively impacting access to the centre and the overall customer experience.

The centre has seen increased footfall following recent investment in the site, further heightening demand for parking. Without a formal Parking Order in place, there is no effective mechanism to manage or deter long-stay or unauthorised parking.

Introducing a time-limited restriction consistent with similar arrangements at other Wiltshire Council leisure facilities will help ensure fair use of the car park, support operational consistency across sites and protect parking capacity for those accessing the centre.

A Parking Order is therefore necessary to regulate parking appropriately, prevent misuse, and maintain safe and efficient operation of the car park for the benefit of all legitimate users.

The extension of parking charging hours in car parks from 7 am – 7pm.

This will optimise the current assets potential without incurring additional costs for enforcement.

Increasing parking charges across all car parks

Parking charges have remained unchanged since 2022 despite inflation rising significantly during this time. The proposed tariffs are designed to maintain competitive rates regionally, encourage appropriate parking behaviour and secure funding for transport projects. Season tickets costs will increase in line with the all day rate for relevant car parks.

Align Sunday charges with weekday rate

The proposals for a single tariff across all days this reduces confusion, simplifies payment, and ensures fairness for all users. The proposals recognise that religious days of the week vary by faith.

Introduction of charges in currently free car parks

This change will optimise the use of the assets and provide additional parking on weekends.

ORDERS 5 – 7

RTRA 1984 Section 1 (1)

1. - (1)

- (c) For facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
- (g) For any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

THE COUNTY OF WILTSHIRE (WESTERN WILTSHIRE)
(OFF STREET PARKING PLACES) ORDER 2026

The Council of the County of Wiltshire (“the Council”) in exercise of its powers under Sections 32, 35 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, as amended (“the 1984 Act”) and under the Traffic Management Act 2004 as amended (“the 2004 Act”) and of all other enabling powers, and after consultation with the Chief Constable of Wiltshire Police in accordance with Part III of Schedule 9 to the 1984 Act hereby makes the following Order:

PART I
GENERAL

Commencement and Citation

This Order shall come into operation on the xx day of xxxxxxxx 2026 and may be cited as The County of Wiltshire (Western Wiltshire) (Off Street Parking Places) Order 2026.

Interpretation

1. In this Order, except where the content otherwise requires, the following expressions have the meanings respectively assigned to them:

“Charging Days”, means those days which are as specified in column 4 of Schedule 1;

“Charging Hours”, means the period as specified in column 5 of Schedule 1, on all Charging days;

“Civil Enforcement Officer” means a person authorised by or on behalf of the Council to supervise the Parking Places and enforce the restrictions imposed by this Order;

“the Council” means Wiltshire Council;

“Disabled Person’s Badge” means a badge issued by any Local Authority in accordance with the provisions of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 (as amended) or a badge having effect under those regulations as if it were a disabled person’s badge;

“Electrical Vehicle” means a vehicle in which the electrical motive power is fully or partially derived from an electrical storage battery.

“Electrical Vehicle charging bay” means an area of the car park, indicated by appropriate signs & markings, which is provided for the recharging of Electrical Vehicles by means of a Charging post.

“Expiry Time” is the time indicated on the Pay and Display Ticket and is the time by which the Vehicle must leave the Parking Place;

“Goods vehicle” has the meaning defined in the Traffic Signs Regulations and General Directions 2002;

“Light goods vehicle” refers to a Good vehicle not over 3,500kg revenue weight;

“Minibus” has the meaning defined in Section 3 of The Road Vehicles (Construction And Use) Regulations 1986;
“Motor Cycle” refers to a solo motorcycle only and excludes any motor cycle which has a side-car or trailer, or which has more than two wheels;

“Owner” in relation to a Vehicle means the person who is recorded as the registered keeper by the Driver and Vehicle Licensing Agency on the date on which the Vehicle was left in the Parking Place in question;

“Parking Bay” means an area of a Parking Place specifically indicated by markings on the ground or signed or otherwise indicated by signs in the Parking Place to show the position in which a vehicle shall be parked and which is provided for the leaving of a Vehicle of a class specified.

“Parking Disc” has the same meaning as provided in the Local Authorities’ Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000;

“Parking Permit” means a permit issued by the Council (or a parking permit, season ticket or off-street residents permit) of a type and design as outlined in Schedule 2 to this Order, for such periods as the Council shall determine from time to time on payment of the appropriate fee, for a Vehicle of a specific class and for a specific Parking Place(s) and subject to such terms and conditions as determined by the Council from time to time as set out in the Terms and Conditions of Use, in force at the time;

“Parking Place” means an area of land or buildings specified by name in column 1 of Schedule 1 and provided by the Council pursuant to Section 32(1) of the 1984 Act for the purpose of vehicle parking and which is not declared to be closed (in part or in whole) by a notice erected thereon by authority of the Council;

“Passenger Vehicle” means a motor car as defined in Section 136 of the 1984 Act, and does not include any form of trailer or caravan;

“Pay and Display Parking Place” means a Parking Place in which a valid Pay and Display ticket must be displayed in the Relevant Position on a Vehicle that is left in that Parking Place;

“Pay and Display Ticket Machine” means an apparatus of a type and design approved by the appropriate Minister for the purpose of this Order, being apparatus designed to indicate the time by a clock and to issue Pay and Display Tickets which show whether a payment has been made of an amount or for a period specified thereon and which specify the date and, either the time of such payment, or the time at which the Vehicle must leave the Parking Place.

“Pay and Display Ticket” means a ticket issued by a Pay and Display Ticket Machine located in the Parking Place in which the Vehicle has been left or issued by a person nominated by the Council on payment of a charge where applicable and valid for a parking period as shown in column 6 of Schedule 1;

“Penalty Charge” means a charge set in accordance with the provisions of s.77 and schedule 9 of the 2004 Act and the Civil Enforcement of Parking Contraventions (Guidelines on Levels of Charges) (England) Order 2007 ‘PCN’ means a penalty charge notice issued or served by a Civil Enforcement Officer or posted by or on behalf of the Council pursuant to the provisions of Section

78 of the 2004 Act and the Civil Enforcement of Parking Contraventions (England) General Regulations 2007;

“Public Service Vehicle” (PSV) has the meaning defined in Section 1 of the Public Passenger Vehicles Act 1981;

“Relevant Position” means

- (a) in respect of a Vehicle displaying a valid Disabled Person’s Badge;
 - (i) in the case of a Vehicle fitted with a dashboard or fascia panel, the Disabled Person’s Badge is exhibited thereon so that Part 1 (the front of the Disabled Person’s Badge), is legible from outside the Vehicle, or
 - (ii) in the case of a Vehicle not fitted with a dashboard or fascia panel, the Disabled Person’s Badge is exhibited in a conspicuous position on the Vehicle so that Part 1 of the Disabled Person’s Badge is legible from outside the Vehicle.
- (b) in respect of a Vehicle displaying a Pay and Display Ticket or Parking Permit;
 - (i) in the case of a Vehicle fitted with a dashboard or fascia panel, the Pay and Display Ticket or Parking Permit is exhibited thereon so that it is facing forwards and can easily be seen and read from outside the Vehicle; or
 - (ii) in the case of a Vehicle that is not fitted with a dashboard or fascia panel, the Pay and Display Ticket or Parking Permit is exhibited in a conspicuous position on the Vehicle facing forwards and clearly visible from outside the Vehicle.
- (c) in respect of a Vehicle displaying a Parking Disc:
 - (i) in the case of a Vehicle fitted with a dashboard or fascia panel, the Parking Disc is exhibited thereon so that it is facing forwards and can easily be seen and read from outside the Vehicle; or
 - (ii) in the case of a Vehicle that is not fitted with a dashboard or fascia panel, the Parking Disc is exhibited in a conspicuous position on the Vehicle facing forwards and clearly visible from outside the Vehicle

so that, when marked to show the quarter-hour period during which a period of waiting began, that period is clearly legible from the outside of the vehicle.

“Terms and Conditions of Use” in respect of a Parking Permit are those listed on the application form used to obtain a Parking Permit;

“Vehicle” means those classes of vehicle which may wait in a Parking Place as specified in this Order.

- “Virtual Parking Permit” means an electronic record of parking ticket, permit or waiver issued and confirmed by Wiltshire Council to exempt a vehicle from a restriction under the terms and charges applicable at the time of issue.
2. Except where the context requires otherwise, any reference in this Order to a numbered Article shall be construed as a reference to the Article bearing that number in this Order.
 3. Any reference in this Order to any enactment shall be construed as a reference so that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
 4. Unless the context otherwise requires words denoting the singular shall include the plural and vice versa and words denoting the persons shall include either gender, bodies corporate, unincorporated associations and partnerships.
 5. The Interpretation Act 1978 shall apply for the interpretation of this Order.

PART II DESIGNATION AND USE OF PARKING PLACES

Designation

6. Each area of land or buildings, as specified in Column 1 of Schedule 1 to this Order, may be used, subject to the provisions of this Order, as a Parking Place to leave vehicles of such classes, in such positions, on such days, during such hours, for such period and on payment of such charges as are specified in this Order. Provided always that the use of the said Parking Place by the Vehicle, the driver and any passengers and belongings or goods carried by such Vehicle shall be entirely at the risk of the driver.

Class and position of Vehicle

7. Unless otherwise indicated in Schedule 1 in relation to a specific Parking Place, no person shall cause or permit a Vehicle to park in the Parking Place unless it is:
 - a. a Passenger Vehicle, or
 - b. a Motor Cycle, or
 - c. a Vehicle displaying in the relevant position a valid Disabled Person’s Badge and Parking Disc, or
 - d. Any other Vehicle not exceeding 3.5 tonnes maximum gross weight, which fits entirely within a marked parking bay other than a bay marked for a PSV or Goods vehicle.
8. Where in Schedule 1 a Parking Place or Parking Bay is described as available for Vehicles of a specified class or Vehicles to be left in a specified location, no person shall permit a Vehicle to park in that Parking Place or in any Parking Bay within the Parking Place:
 - (i) unless it is of the specified class; or
 - (ii) parked beyond the Parking Bay markings, or
 - (iii) in a position other than that specified.

Disabled person’s parking bays

9. No person shall cause or permit a Vehicle to park in a Parking Bay marked for disabled persons unless the Vehicle displays a valid Disabled Person’s Badge

in the Relevant Position and immediately before or immediately after the act of parking the Vehicle has been or is about to be used by the person(s) in respect of whom the Disabled Person's Badge has been issued.

Dual use parking bays

10. Disabled drivers and drivers accompanied by children aged 3 years and under may permit their Vehicles to wait in Parking Places marked for dual use subject to the provisions of this Order.

Motor Cycle parking bays

11. No person shall cause or permit a Vehicle to park in a Parking Bay marked for Motor Cycles unless the Vehicle is a Motor Cycle.

Electric Vehicle charging bays

12. No person shall cause or permit a vehicle to park in a parking bay signed or marked for electric vehicles unless the vehicle is an Electric Vehicle and at all times whilst waiting shall cause the vehicle to be connected via a recharging lead to the charging post installed in respect of that parking place and displays in the relevant position a pay and display ticket or a valid Season Ticket.

Power to close or suspend Parking Places

13. Nothing in this Order shall prevent the Council by notice, sign or barrier displayed in a Parking Place:
 - a. from closing a Parking Place or any part thereof for any period; and/or
 - b. from setting aside a Parking Place or any part or parts thereof on all days or on certain days or during certain parts of days for use only by particular Vehicles or organisations.
14. Any person suspending the use of a Parking Place or any part thereof in accordance with the provisions of the preceding Article shall thereupon place or cause to be placed in or adjacent to that Parking Place or that part thereof a notice or traffic sign indicating that the use of that Parking Place or that part thereof is suspended and that parking by Vehicles is prohibited.
15. No person shall cause or permit a Vehicle to be left in a Parking Place or any part thereof during such periods that the use of that Parking Place or that part thereof is suspended or during such period as there is in or adjacent thereto a notice or traffic sign placed by or on behalf of the Council in pursuance of the preceding Article.

Sale of Goods

16. No person shall in a Parking Place without the express written permission of the Council, use a Vehicle, in connection with the sale of any article, including the Vehicle itself, to any person in or near the Parking Place or in connection with the selling or offering for hire of skill or services in any other capacity.

Maximum Period of Stay

17. Where in Schedule 1 a Parking Place is described as available on specified days, during specified hours or for a maximum period of stay, no person shall permit a Vehicle to park in that Parking Place on any day, during such hours or

for any period other or longer than those specified. Save as where a driver displays a valid Parking Permit.

Period of no return

18. Where by notice on site a Parking Place is described as having a period within which a Vehicle may not return, no person shall permit a Vehicle to park in that Parking Place on any day, during such period which had previously been parked there.

Parked with engine running

19. The driver of a Vehicle using a Parking Place shall stop the engine as soon as the Vehicle is in the Parking Bay and shall not start the engine except when about to change the position of the vehicle in or to depart from the Parking Place.

Parked causing an obstruction

20. The driver of a Vehicle using a Parking Place shall not park the Vehicle in such a manner or place where it causes an obstruction to any other users of the Parking Place.

Manned parking place

21. The driver of a Vehicle entering a Parking Place manned by an attendant shall only park where so directed by the attendant.

PART III CHARGES FOR PARKING

Payment

22. The driver of a Vehicle using a Parking Place shall upon leaving the Vehicle in the Parking Place pay the appropriate charge (if any) in accordance with the scale of current charges as specified in Schedule 1.

Pay and display Parking Places

23. The driver of a Vehicle using a pay and display Parking Place, or any Parking Bay within the Parking Place, shall upon parking the Vehicle in a Parking Bay, and prior to leaving the Parking Place, obtain a Pay and Display Ticket at the level of charge and for the period required in accordance with the scale of charges as specified in Schedule 1.

Means of payment

24. The charge referred to in the preceding Articles shall be payable by the insertion of an appropriate coin, coins or banknotes, together making up the amount of the charge into the Pay and Display Ticket machine situated in that Parking Place or by other approved method of payment that shall be approved by the Council from time to time.
25. Where the driver of a vehicle is required by any sign or notice displayed in a Parking Place to obtain and display a ticket to cover any free parking period, such ticket shall be obtained immediately on leaving the vehicle in the parking place from the Pay and Display Ticket machine referred to in Article 23, only

one ticket to cover any free parking period may be obtained in any 24 hour period.

Display of ticket

26. Once a Vehicle has been parked within a Pay and Display Parking Place the driver of the Vehicle shall:
 - a. ensure that a valid Pay and Display Ticket has been obtained and is displayed at all times the Vehicle is parked, to cover the entire period that the Vehicle is parked in the Parking Place; and
 - b. display the Pay and Display Ticket issued at that Parking Place in the Relevant Position on the Vehicle in respect of which it was issued.
27. Where in this Order there is a requirement or option to obtain a Parking Ticket, this requirement or option may be discharged by the obtaining of a Virtual Parking Permit, as an alternative to any method set out in this Order.
28. A Virtual Parking Permit may be obtained by any of the methods provided from time to time by the Council and to be valid must be registered on an account in an electronic database approved by the Council and an indication that payment has been made and the parking period for which payment has been made shall either;
 - (a) appear on a hand-held device; or
 - (b) be obtained by a Civil Enforcement Officer contacting the service provider.
29. Without prejudice to the provisions of this Order, if at any time while a vehicle is left in a parking place there is no indication as set out in Article 28 to this Order that payment of the charge for a Parking Ticket has been made using the Virtual Parking Permit system, or there is an indication that the parking period for which payment was made has expired, it shall be presumed, unless the contrary is proved, that either:
 - (a) the charge for the Parking Ticket has not been duly paid in respect of that vehicle; or
 - (b) the parking period for which payment was made had already expired.
30. Where a Virtual Parking Permit has been obtained as an alternative to a Parking Ticket and remains valid, any requirement in this Order for the Parking Ticket to be displayed on the vehicles to which it relates shall not apply.
31. Any other provisions in this Order relating to the validity of a Parking Ticket shall except where the context otherwise provides apply to a Virtual Parking Ticket.

Validity of Pay and Display Tickets

32. A Pay and Display Ticket is not transferrable from one Vehicle to another and on transfer the ticket ceases to be valid.
33. Where in Schedule 1 to this Order a Parking Place is described as available for Parking Permits only, no person shall permit a vehicle to wait in that Parking Place unless the vehicle has been issued a Parking Permit for that Parking Place by the Council.

34. A Pay and Display Ticket is valid only in the Parking Place in which it was issued. This is defined by the reference code of the Pay and Display Ticket Machine located in that Parking Place printed on the Pay and Display Ticket.

Expiry of parking period

35. The expiry of the period for which the charge specified for that Parking Place as advertised at the Parking Place has been paid shall be indicated when there is exhibited on the Vehicle a Pay and Display Ticket and the time shown on the clock of the issuing Pay and Display Ticket Machine is later than the time at which the period for which a charge has been paid expired.

Pay and Display Ticket Machine out of action

36. If at the time when a Vehicle is left during the charging hours in a Parking Place and on the nearest Pay and Display Ticket Machine in that Parking Place there is a notice placed by any person duly authorised by the Council, indicating that the said Pay and Display Ticket machine is out of order, then a ticket shall be obtained from another Pay and Display Ticket Machine within the same Parking Place (where provided).

No Pay and Display Ticket displayed

37. If at any time while a Vehicle is left in a Parking Place no Pay and Display Ticket is displayed on that Vehicle in the Relevant Position, and a Virtual Parking Permit has not been obtained by the means set out in this Order, it shall be deemed that the charge has not been paid.

Limit on time

38. Where, in the absence of a Pay and Display Ticket Machine or a Pay and Display Ticket Machine being out of order, no valid Pay and Display Ticket can be obtained and displayed, Vehicles may be left in a Parking Place but may not be left for longer than the maximum period of parking in that Parking Place as specified in Schedule 1.

Parking Permits

39. Parking Permits are available from the Council at the appropriate fee, for a Vehicle of a specific class and for a specific Parking Place or Parking Places subject to conditions determined by the Council.
40. The driver shall abide by the terms stipulated by the Council for the use of the Parking Permit.
41. A Parking Permit is only valid in the Parking Place or Parking Places in respect of which it was issued and up to the date of expiry shown on the Parking Permit.
42. A Parking Permit remains the property of the Council and must be surrendered on request. In such instances where a refund fee is appropriate this will be provided in accordance with the Council's policies.

Display of Parking Permit

43. The driver of the Vehicle shall display the Parking Permit in the Relevant Position on the Vehicle in respect of which it was issued at all times during which the Vehicle is left in the Parking Place.

Replacement Parking Permits

44. Damaged or lost Parking Permits will be replaced on application to the Council and on payment of an administration fee. The damaged or lost Parking Permit will then become immediately invalid.

Surrender of Parking Permit

45. The holder of a Parking Permit may on surrendering the Parking Permit be entitled to a refund. In such instances where a refund fee is appropriate this will be provided in accordance with the Council's policies.

Restriction on removal

46. When a Pay and Display Ticket or Parking Permit has been exhibited on a Vehicle in the relevant position no person shall remove the Pay and Display Ticket or Parking Permit from the Vehicle until the Vehicle is removed from the Parking Place.

PART IV EXEMPTIONS FROM DAILY CHARGES

Exemptions

47. The following Vehicles left in a Parking Place shall be exempt from any limitation on time and from the payment of any charge specified in Schedule 1 of this Order:
- a. A Vehicle which displays in the relevant position a valid Disabled Person's Badge provided that the Vehicle immediately before or after the act of parking has been used or is about to be used by the person(s) in respect of whom the badge is issued; or
 - b. A Vehicle left by the driver thereof, who is a person who on account of his/her severe physical disability has been given a notice in writing by the Council that he/she is exempt from payment of such charge or limitation on time, if the notice on a Vehicle is displayed in the Relevant Position.
Vehicles in this Article must display a Parking Disc or other approved means for indicating time of arrival.
48. No daily charge shall be payable in respect of;
- a. a Motor Cycle which is left in a Parking Bay indicated for use by Motor Cycles (if any); or
 - b. a Vehicle left displaying in the Relevant Position a valid Parking Permit, valid for that Parking Space.
49. Vehicles being used in connection with the emergency services namely Police, Ambulance and Fire Services, shall be exempt from the foregoing provision of this Order whilst being used in connection with official duties.

**PART V
RELOCATION AND REMOVAL OF VEHICLES**

Emergencies

50. A Civil Enforcement Officer, a person authorised by the Council or a Police Constable in uniform may, using such measures as are appropriate, move or cause to be moved in the case of an emergency to any place he/she thinks fit, any Vehicle left in a Parking Place.

Safe keeping

51. Any person removing a Vehicle from a Parking Place under Article 50 shall make such arrangements as may be reasonably necessary to provide for the safe keeping of the Vehicle.

**PART VI
CONTRAVENTION AND PENALTY CHARGE**

Contravention

52. If a Vehicle is left in a Parking Place without complying with the requirements of this Order, a contravention shall have occurred and a Penalty Charge shall be payable. A Penalty Charge Notice showing the information required by the 2004 Act may then be issued by a Civil Enforcement Officer in accordance with the requirements of the Traffic Management Act 2004 or any subsequent applicable legislation.
53. The period for which a Vehicle may be left in the Parking Place after the Penalty Charge Notice has been incurred shall not exceed 12 hours and the driver of the Vehicle shall not leave it in the Parking Place for longer than the said period.

Penalty Charge

54. (1) If there is any contravention of any of the provisions of this Order then, and in any such case, a Penalty Charge at the level of Band 2 as set out in Regulation 1 of the Civil Enforcement of Parking Contraventions (Guidelines on Levels of Charges) (England) Order 2007 shall be payable for each day of the said contravention to the Council under and subject to the provisions hereinafter contained.
- (2) In the case of a Vehicle in respect of which a Penalty Charge may have been incurred it shall be the duty of a Civil Enforcement Officer authorised in that behalf by the Council to attach to the Vehicle in a conspicuous position or hand to the driver of such Vehicle a PCN which shall comply with the requirements of Regulation 9 and the Schedule to the Civil Enforcement of Parking Contraventions (England) General Regulations 2007 subject to paragraph (7) below
- (3) Subject to Paragraph (4) hereof the Penalty Charge shall be paid to the Council at the address specified on the PCN not later than the last day of the period of 28 days beginning with the date on which the notice was served.
- (4) In the event of payment being received by the Council as aforesaid not later than the last day of the period of 14 days beginning with the date on which the notice is served (provided that if the fourteenth day falls upon a

day on which the Council's offices are closed the period within which payment of the said charge is provided herein shall be extended until 4.30pm on the next full day on which the said offices are open) the amount of the said charge shall be reduced by 50%.

- (5) The Penalty Charge shall be increased by 50% on the issue of a Charge Certificate in accordance with the provisions of Regulation 21 of the Civil Enforcement of Parking Contraventions (England) General Regulations 2007
- (6) Payment of the Penalty Charge (whether or not the same is reduced under the provisions of paragraph (4) hereof) will not exonerate any person from payment of any expenses recoverable in respect of the removal and disposal of the Vehicle pursuant to any statutory provisions for the time being in force or from any claim to damages which the Council may have in respect of damage incurred in relation to the parking of the Vehicle howsoever arising.
- (7) Where a penalty charge has been incurred a PCN may be issued by post by or on behalf of the Council if the owner or driver of the Vehicle drives the vehicle away before the Civil Enforcement Officer has issued a PCN or the Civil Enforcement Officer has been prevented from issuing a PCN and such PCN shall comply with the requirements of Regulation 10 and the Schedule to the Civil Enforcement of Parking Contraventions (England) General Regulations 2007.
- (8) Any PCN issued by post in accordance with paragraph (7) above is deemed effective on the second working day after the day of posting

Restriction on removal of notices

55. A Penalty Charge Notice attached to a Vehicle in accordance with Article 54 shall not be removed or interfered with except by or under the authority of:
 - a. the Owner, or person appearing to be in charge of, the Vehicle;
 - b. the Council.

Manner of Payment of Penalty Charge

56. The Penalty Charge shall be paid in accordance with the instructions contained on the Penalty Charge Notice.

Indications as Evidence

57. The particulars given in the Penalty Charge Notice attached to a Vehicle in accordance with this Order shall be treated as evidence in any proceedings relating to failure to pay such Penalty Charge.

PART VII DISPOSAL OF VEHICLES

Disposal of Vehicles abandoned in Parking Places

58. The Council may sell or otherwise dispose of a Vehicle which has been, or could at any time be, removed from a Parking Place pursuant to Article 50 if the Vehicle appears to have been abandoned, provided that this power of disposal shall not be exercisable unless the Council has taken such of the following steps as are applicable to the Vehicle in question, and there has elapsed a period of six weeks beginning with the taking of the first of those steps.

59. Where the Vehicle carries a registration mark the Council shall ascertain from the appropriate body the name and address of the person who is the Registered Keeper of the Vehicle pursuant to the Vehicles (Excise) Act 1971, unless the Council is satisfied that the true owner of the Vehicle has identified himself to them.
60. The Council shall, where by virtue of Articles 58, 59 and 61, it is aware of the name and address of a person who it appears may be the Owner of the Vehicle, send a notice to that person at that address stating that it is the intention of the Council to sell or otherwise dispose of the Vehicle (which shall be sufficiently described in the notice) on or after a specified date (which shall not be less than two weeks from the date of the notice and in any event not earlier than six weeks from the date of the first step taken by the Council under this Part of this Order) unless it is in the meantime removed by or on behalf of that person from such place as is specified by the Council in the said notice or from such place as may be subsequently notified in writing by the Council to that person.
61. If any person to whom a notice is sent in accordance with Article 60 informs the Council of the name and address of some other person who he/she alleges may be the Owner of the Vehicle, a notice stating the particulars mentioned in the last preceding Article shall be sent to that other person and to any further person who the Council may in consequence of the sending of the notice to the said other person be led to believe may be the Owner of the Vehicle.
62. Where a Vehicle does not carry a registration mark the first step to be taken by the Council shall be to apply in writing to the Chief Officer of Police in whose area the Parking Place is situated enquiring whom that officer considers is the Owner of the Vehicle and the address of that person.
63. The Council shall then make such further enquiries as to ownership as it thinks fit.
64. Upon the sale of a Vehicle by the Council, the Council shall apply the proceeds of sale in or towards the satisfaction of any costs incurred by it in connection with the disposal thereof and of any charge or payment to which it is entitled.
65. In the event that any such costs incurred by the Council in connection with the disposal of the Vehicle are not satisfied by virtue of the last preceding Article, the Council may recover those costs from the person who was the Owner of the Vehicle immediately before it was removed from the Parking Place, provided that the person was sent by the Council a notice under Article 60.
66. Any sums received by the Council on the sale of a Vehicle shall, after deducting any sum applied by virtue of Article 64 be payable within a period of one year from receipt hereof to any person to whom, but for such sale, the Vehicle would have belonged and insofar as any such sums are not claimed within the said period they shall be paid into the General Rate Fund of the Council.
67. Where under the foregoing provisions of this Order a notice is required to be or may be sent to a person the notice shall be sent by recorded delivery post.

PART VIII
LIABILITY AND OTHER PROVISIONS

Liability

68. The Council accepts no liability for the loss or damage to Vehicles or other property left in any of the Parking Places to which this Order applies.

Wilful damage

69. Any person who with intent to defraud interferes with the Pay and Display Ticket Machine or operates or attempts to operate it by the insertion of objects other than undamaged and unaltered coins of legal tender and of the appropriate denomination, or other approved method of payment, shall be liable to prosecution.

Contraventions in suspended Parking Places

70. A person authorised by the Council may, using such measures as are appropriate move or cause to be moved to any place he/she thinks fit, any Vehicle left in a Parking Place in contravention of Article 15 and the cost of the movement or removal and safe keeping shall be the liability of the owner of the Vehicle.

Driving within a Parking Place

71. Where in a Parking Place signs are erected or surface markings are laid for the purpose of:
- a. indicating the entrance to or exit from the Parking Place, or
 - b. indicating that a Vehicle using the Parking Place shall proceed in a specified direction within the Parking Place.

Any person who drives or permits to be drive any Vehicle:

- a. so that it enters the Parking Place otherwise than by an entrance or leaves the Parking Place otherwise than by an exit, so indicated
- b. or in a direction other than that specified as the case shall be liable to prosecution.

Through traffic

72. Any person who, without he permission of a person authorised by the Council in that behalf, drives or permits to be driven any Vehicle in a Parking Place for any purpose other than the purpose of leaving that Vehicle in the Parking Place in accordance with the provision of this Order or for the purpose of departing from the Parking Place shall be liable to prosecution.

Inappropriate use of a Parking Place

73. Any person who uses any part of the Parking Place or any Vehicle left in a Parking Place for:
- a. sleeping or camping purposes; or
 - b. eating or cooking purposes; or
 - c. the purpose of servicing or washing any Vehicle or part thereof other than is reasonably necessary to enable that vehicle to depart from the parking place; or
 - d. playing games; or

- e. erecting or causing or permitting to be erected any tent, booth, stand, building or other structure without written consent of the Council; or
- f. lighting or causing or permitting to be lit any fire; or
- g. dumping or depositing or causing or permitting to be dumped or deposited any solid or liquid waste, any rubbish or any other goods, item or material whether solid, liquid or otherwise, shall be liable to prosecution.

Behaviour

- 74. The driver of a Vehicle using a Parking Place shall not sound any horn or other similar instrument except if necessary when about to change the position of the Vehicle, in, or to depart from, the Parking Place shall be liable to prosecution.
- 75. Any person who in a Parking Place shouts or otherwise makes any loud noise to the disturbance or annoyance of users of the Parking Place or residents or premises in the neighbourhood shall be liable to prosecution.
- 76. Any person who in a Parking Place uses any threatening, abusive or insulting language, gesture or conduct with the intent to put any person in fear or so as to occasion a breach of the peace or whereby a breach of the peace is likely to be occasioned shall be liable to prosecution.

**PART IX
REVOCATIONS**

Revocations

- 77. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into effect of this Order, the following Orders shall be revoked on the date that this Order comes into operation;

The County of Wiltshire (Western Wiltshire) (Off Street Parking Places) Order 2022

The County of Wiltshire (Western Wiltshire) (Off Street Parking Places) Order 2022 (Amendment No.1) Order 2023

The County of Wiltshire (Western Wiltshire) (Off Street Parking Places) Order 2022 (Amendment No.2) Order 2023

The County of Wiltshire (Western Wiltshire) (Off Street Parking Places) Order 2022 (Amendment No.3) Order 2024

THE COMMON SEAL of
WILTSHIRE COUNCIL
was hereunto affixed this
xx day of xxxxxxxx 2026
in the presence of:

SCHEDULE 1

PART A – CHARGES VALID TO 31ST AUGUST 2028

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
BRADFORD ON AVON					
Barton Farm Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	Up to 1 hr - £0.80 Up to 2 hrs - £1.70 Up to 3 hrs - £3.00 Up to 4 hrs - £3.70 Up to 5 hrs - £4.90 All Day - £8.60
Bridge Street Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.90 2 hrs - £2.00 (maximum stay 2 hours)
Budbury Place Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days	All Hours	0-23 hrs - Free
Newtown Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days	07.00 – 19.00	0-2 hrs Free (maximum stay 2 hrs)
St Margaret's Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr – £0.80 2 hrs - £1.80 3 hrs - £3.10 (maximum stay 3 hours)

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
St. Margaret's Hill St. Margaret's Street Car Parks	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days	All Hours	Resident Permit Holders only
Station Car Park – Zone A	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.80 2 hrs - £1.80 3 hrs - £3.10 (maximum stay 3 hours)
Station Car Park – Zone B	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.80 2 hrs - £1.80 3 hrs - £3.10 4 hrs - £3.70 5 hrs - £4.90 All Day - £8.60
	Area designated for use by PSVs	PSVs	All Days (Including Bank Holidays)	07.00 – 19.00	3 hrs – £5.60 All Day - £8.80
MELKSHAM					
Bath Road Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	Up to 1 hr - £0.60 Up to 2 hrs - £1.70 Up to 3 hrs - £3.00 Up to 4 hrs - £3.70 Up to 5 hrs - £4.90 All Day - £8.60
Church Street Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.60 2 hrs - £1.80 3 hrs - £3.10 (maximum stay 3 hours)

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
King Street Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.50 2 hrs - £1.60 3 hrs - £2.80 4 hrs - £3.70 5 hrs - £4.90 All Day - £7.10
Lowbourne Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.50 2 hrs - £1.60 3 hrs - £2.80 4 hrs - £3.70 5 hrs - £4.90 All day - £7.10
Melksham Community Campus Car Park, Melksham	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Mon – Fri (including Public Holidays)	07.00 – 19.00	Free maximum stay 3 hours No return within 3 hours
Melksham Station Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (inclusive)	All Hours	1 hr - £0.50 2 hrs - £1.10 3 hrs - £1.50 4 hrs - £1.90 5 hrs - £2.40 All Day - £4.20
Union Street Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.50 2 hrs - £1.60 3 hrs - £2.80 4 hrs - £3.70 5 hrs - £4.90 All Day - £9.10

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
TROWBRIDGE					
Broad Street Court Street Car Parks	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £1.10 2 hrs - £1.80 3 hrs - £3.70 4 hrs - £4.60 5 hrs - £6.20 All Day - £8.30
Broad Street Crescent Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	Virtual Permits only – 1 hr - £1.10 2 hrs - £1.80 3 hrs - £3.70 4 hrs - £4.60 5 hrs - £6.20 All Day - £8.30
Bradford Road Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	Up to 1 hr - £1.50 Up to 2 hrs - £2.30 Up to 3 hrs - £4.60 Up to 4 hrs - £5.50 Up to 5 hrs - £6.70 All Day - £8.30
Church Street Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £1.20 2 hrs - £2.00 (maximum stay 2 hours)
County Hall Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Mon – Fri (Excluding Bank Holidays)	07.00 – 19.00	Parking Permits Only

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
County Hall Car Park (continued)	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Bank/Public Holidays	07.00 – 19.00	1 hr - £1.10 2 hrs - £1.80 3 hrs - £3.70 4 hrs - £4.60 5 hrs - £6.20 All Day - £8.30
			Sat – Sun	07.00 – 19.00	1 hr - £1.10 2 hrs - £1.80 3 hrs - £3.70 4 hrs - £4.60 5 hrs - £6.20 All Day - £8.30
County Hall Visitors Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Mon – Fri (Excluding Bank Holidays)	07.00 – 19.00	Parking Permits Only (maximum stay 2 hours) 1 hr - £1.10 2 hrs - £1.80 3 hrs - £3.70 4 hrs - £4.60 5 hrs - £6.20 All Day - £8.30
			Bank/Public Holidays		
			Sat – Sun		1 hr - £1.10 2 hrs - £1.80 3 hrs - £3.70 4 hrs - £4.60 5 hrs - £6.20

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
County Hall Visitors Car Park (continued)	Area designated for loading/unloading (at the front of Old County Hall)	Passenger Vehicles, Motor Cycles, Light goods vehicles and Goods vehicles	All Days	07.00 – 19.00	All Day - £8.30 0-20 minutes Free maximum stay 20 minutes, No return within 2 hours
East Wing Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Mon – Fri (Excluding Bank Holidays)	07.00 – 19.00	Parking Permits Only
			Bank/Public Holidays	07.00 – 19.00	1 hr - £1.10 2 hrs - £1.80 3 hrs - £3.70 4 hrs - £4.60 5 hrs - £6.20 All Day - £8.30
			Sat - Sun	07.00 – 19.00	1 hr - £1.10 2 hrs - £1.80 3 hrs - £3.70 4 hrs - £4.60 5 hrs - £6.20 All Day - £8.30
Greyhound Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Mon – Fri (Excluding Bank Holidays)	07.00 – 19.00	Parking Permits Only
			Bank/Public Holidays	07.00 – 19.00	1 hr - £1.10 2 hrs - £1.80 3 hrs - £3.70 4 hrs - £4.60

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
Greyhound Car Park (continued)	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Sat – Sun	07.00 – 19.00	5 hrs - £6.20 All Day - £8.30 1 hr - £1.10 2 hrs - £1.80 3 hrs - £3.70 4 hrs - £4.60 5 hrs - £6.20 All Day - £8.30
Lovemead Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £1.10 2 hrs - £1.80 3 hrs - £3.70 4 hrs - £4.60 5 hrs - £6.20 All Day - £7.80
Mortimer Street Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days	All Hours	Parking Permits Only
	Area designated for use by Minibuses	Minibuses	All Days	All Hours	Parking Permits Only
Old County Hall Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Mon – Fri (Excluding Bank Holidays)	07.00 – 19.00	Parking Permits Only 1 hr - £1.10 2 hrs - £1.80 3 hrs - £3.70 4 hrs - £4.60 5 hrs - £6.20 All Day - £8.30
			Bank/Public Holidays	07.00 – 19.00	

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
Old County Hall Car Park (continued)	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Sat – Sun	07.00 – 19.00	1 hr - £1.10 2 hrs - £1.80 3 hrs - £3.70 4 hrs - £4.60 5 hrs - £6.20 All Day - £8.30
St. Stephen's Place Multi Storey Car Park Levels 1a, 4a, 4b, 5a, 5b, 6a and 6b	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Mon – Sun	All Hours	0-23 hrs Free
St. Stephen's Place Multi Storey Car Park Levels 1b, 2a, 2b, 3a and 3b	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Mon – Sat Sun	09.00 – 18.00 All Hours	0-2 hrs Free (maximum stay 2 hrs) 0-23 hrs Free
St. Stephen's Place Surface Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Mon – Sat Sun	09.00 – 18.00 All Hours	0-2 hrs Free (maximum stay 2 hrs) 0-23 hrs Free
WARMINSTER					
Central Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.60 2 hrs - £1.60 3 hrs - £2.80 4 hrs - £3.70 5 hrs - £4.90 All Day - £7.80

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
Chinns Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.70 2 hrs - £1.80 (maximum stay 2 hours)
	Area designated for loading/unloading of goods vehicles only	Good vehicles	All Days	All Hours	0-20 minutes Free (maximum stay 20 minutes)
Emwell Street Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	Up to 1 hr - £0.60 Up to 2 hrs - £1.70 Up to 3 hrs - £3.00 Up to 4 hrs - £3.70 Up to 5 hrs - £4.90 All Day - £8.60
Furlong Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	Up to 1 hr - £0.60 Up to 2 hrs - £1.70 Up to 3 hrs - £3.00 Up to 4 hrs - £3.70 Up to 5 hrs - £4.90 All Day - £8.60
Western Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	Up to 1 hr - £0.50 Up to 2 hrs - £1.30 Up to 3 hrs - £2.40 Up to 4 hrs - £3.10 Up to 5 hrs - £4.60 All Day - £7.10
Weymouth Street Car Park	Spaces between Furlong and back of shops/buildings on High Street	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	Up to 1 hr - £0.60 Up to 2 hrs - £1.80 Up to 3 hrs - £3.10 (maximum stay 3 hours)

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
WESTBURY					
Warminster Road Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.40 2 hrs - £1.20 3 hrs – £1.90 4 hrs - £2.90 5 hrs - £3.90 All Day - £6.50
Westfield House Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.40 2 hrs - £1.20 3 hrs - £1.90 4 hrs - £2.90 5 hrs - £3.90 All Day - £6.50
High Street Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.50 2 hrs - £1.30 3 hrs - £2.30 4 hrs - £3.10 5 hrs - £4.60 All Day - £7.80

PART B – CHARGES VALID FROM 1ST SEPTEMBER 2028

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
BRADFORD ON AVON					
Barton Farm Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	Up to 1 hr - £0.90 Up to 2 hrs - £1.80 Up to 3 hrs - £3.20 Up to 4 hrs - £3.90 Up to 5 hrs - £5.20 All Day - £9.10

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
Bridge Street Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £1.00 2 hrs - £2.10 (maximum stay 2 hours)
Budbury Place Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days	All Hours	0-23 hrs - Free
Newtown Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days	07.00 – 19.00	0-2 hrs Free (maximum stay 2 hrs)
St Margaret's Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr – £0.90 2 hrs - £1.90 3 hrs - £3.30 (maximum stay 3 hours)
St. Margaret's Hill St. Margaret's Street Car Parks	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Mon – Sun	All Hours	Resident Permit Holders only
Station Car Park – Zone A	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.90 2 hrs - £1.90 3 hrs - £3.30 (maximum stay 3 hours)
Station Car Park – Zone B	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.90 2 hrs - £1.90 3 hrs - £3.30 4 hrs - £3.90 5 hrs - £5.20

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
Station Car Park – Zone B (continued)	Area designated for use by PSVs	PSVs	All Days (Including Bank Holidays)	07.00 – 19.00	All Day - £9.10 3 hrs – £5.70 All Day - £8.90
MELKSHAM					
Bath Road Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	Up to 1 hr - £0.70 Up to 2 hrs - £1.80 Up to 3 hrs - £3.20 Up to 4 hrs - £3.90 Up to 5 hrs - £5.20 All Day - £9.10
Church Street Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.70 2 hrs - £1.90 3 hrs - £3.30 (maximum stay 3 hours)
King Street Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.60 2 hrs - £1.70 3 hrs - £3.00 4 hrs - £3.90 5 hrs - £5.20 All Day - £7.50
Lowbourne Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.60 2 hrs - £1.70 3 hrs - £3.00 4 hrs - £3.90 5 hrs - £5.20 All day - £7.50

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
Melksham Community Campus Car Park, Melksham	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Mon – Fri (including Public Holidays)	07.00 – 19.00	Free maximum stay 3 hours No return within 3 hours
Melksham Station Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (inclusive)	All Hours	1 hr - £0.60 2 hrs - £1.20 3 hrs - £1.60 4 hrs - £2.00 5 hrs - £2.60 All Day - £4.50
Union Street Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.60 2 hrs - £1.70 3 hrs - £3.00 4 hrs - £3.90 5 hrs - £5.20 All Day - £9.60
TROWBRIDGE					
Broad Street Court Street Car Parks	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £1.20 2 hrs - £1.90 3 hrs - £3.90 4 hrs - £4.90 5 hrs - £6.60 All Day - £8.80
Broad Street Crescent Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	Virtual Permits only – 1 hr - £1.20 2 hrs - £1.90 3 hrs - £3.90 4 hrs - £4.90 5 hrs - £6.60 All Day - £8.80

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
Bradford Road Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	Up to 1 hr - £1.60 Up to 2 hrs - £2.50 Up to 3 hrs - £4.90 Up to 4 hrs - £5.80 Up to 5 hrs - £7.10 All Day - £8.80
Church Street Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £1.30 2 hrs - £2.10 (maximum stay 2 hours)
County Hall Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Mon – Fri	07.00 – 19.00	Parking Permits Only 1 hr - £1.20 2 hrs - £1.90 3 hrs - £3.90 4 hrs - £4.90 5 hrs - £6.60 All Day - £8.80
			Bank/Public Holidays	07.00 – 19.00	
			Sat - Sun	07.00 – 19.00	

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
County Hall Visitors Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Mon – Fri	07.00 – 19.00	Parking Permits Only (maximum stay 2 hours)
			Bank/Public Holidays	07.00 – 19.00	1 hr - £1.20 2 hrs - £1.90 3 hrs - £3.90 4 hrs - £4.90 5 hrs - £6.60 All Day - £8.80
	Sat - Sun		07.00 – 19.00	1 hr - £1.20 2 hrs - £1.90 3 hrs - £3.90 4 hrs - £4.90 5 hrs - £6.60 All Day - £8.80	
	Area designated for loading/unloading (at the front of Old County Hall)	Passenger Vehicles, Motor Cycles, Light goods vehicles and Goods vehicles	All Days	07.00 – 19.00	0-20 minutes Free maximum stay 20 minutes, No return within 2 hours
East Wing Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Mon – Fri (Excluding Bank Holidays)	07.00 – 19.00	Parking Permits Only
			Sat - Sun	07.00 – 19.00	1 hr - £1.20 2 hrs - £1.90 3 hrs - £3.90 4 hrs - £4.90 5 hrs - £6.60 All Day - £8.80

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
East Wing Car Park (continued)	Area designated for loading/unloading	Passenger Vehicles, Motor Cycles, Light goods vehicles and Good vehicles	Mon – Fri	07.00 – 19.00	0-20 minutes Free Maximum stay 20 minutes, No return within 2 hours
Greyhound Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Mon – Fri (Excluding Bank Holidays)	07.00 – 19.00	Parking Permits Only
			Bank/Public Holidays	07.00 – 19.00	1 hr - £1.20 2 hrs - £1.90 3 hrs - £3.90 4 hrs - £4.90 5 hrs - £6.60 All Day - £8.80
			Sat – Sun	07.00 – 19.00	1 hr - £1.20 2 hrs - £1.90 3 hrs - £3.90 4 hrs - £4.90 5 hrs - £6.60 All Day - £8.80
Lovemead Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £1.20 2 hrs - £1.90 3 hrs - £3.90 4 hrs - £4.90 5 hrs - £6.60 All Day - £8.20
Mortimer Street Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days	All Hours	Parking Permits Only

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
Mortimer Street Car Park (continued)	Area designated for use by Minibuses	Minibuses	All Days	All Hours	Parking Permits Only
Old County Hall Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Mon – Fri (Excluding Bank Holidays)	07.00 – 19.00	Parking Permits Only 1 hr - £1.20 2 hrs - £1.90 3 hrs - £3.90 4 hrs - £4.90 5 hrs - £6.60 All Day - £8.80
			Bank/Public Holidays	07.00 – 19.00	
			Sat – Sun	07.00 – 19.00	
St. Stephen's Place Multi Storey Car Park Levels 1a, 4a, 4b, 5a, 5b, 6a and 6b	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days	All Hours	0-23 hrs Free
St. Stephen's Place Multi Storey Car Park Levels 1b, 2a, 2b, 3a and 3b	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Mon – Sat	09.00 – 18.00	0-2 hrs Free (maximum stay 2 hrs) 0-23 hrs Free
			Sun	All Hours	

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
St. Stephen's Place Surface Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	Mon – Sat	09.00 – 18.00	0-2 hrs Free (maximum stay 2 hrs)
			Sun	All Hours	0-23 hrs Free
WARMINSTER					
Central Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.70 2 hrs - £1.70 3 hrs - £3.00 4 hrs - £3.90 5 hrs - £5.20 All Day - £8.20
Chinns Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.80 2 hrs - £1.90 (maximum stay 2 hours)
	Area designated for loading/unloading of goods vehicles only	Good vehicles	All Days	All Hours	0-20 minutes Free (maximum stay 20 minutes)
Emwell Street Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	Up to 1 hr - £0.70 Up to 2 hrs - £1.80 Up to 3 hrs - £3.20 Up to 4 hrs - £3.90 Up to 5 hrs - £5.20 All Day - £9.10
Furlong Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	Up to 1 hr - £0.70 Up to 2 hrs - £1.80 Up to 3 hrs - £3.20 Up to 4 hrs - £3.90 Up to 5 hrs - £5.20 All Day - £9.10

Parking Place	Position in Which vehicle may wait	Classes of vehicle	Charging Days	Charging Hours	Charges
Western Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	Up to 1 hr - £0.60 Up to 2 hrs - £1.40 Up to 3 hrs - £2.60 Up to 4 hrs - £3.30 Up to 5 hrs - £4.90 All Day - £7.50
Weymouth Street Car Park	Spaces between Furlong and back of shops/buildings on High Street	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	Up to 1 hr - £0.70 Up to 2 hrs - £1.90 Up to 3 hrs - £3.30 (maximum stay 3 hours)
WESTBURY					
Warminster Road Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.50 2 hrs - £1.30 3 hrs – £2.00 4 hrs - £3.10 5 hrs - £4.10 All Day - £6.90
Westfield House Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.50 2 hrs - £1.30 3 hrs - £2.00 4 hrs - £3.10 5 hrs - £4.10 All Day - £6.90
High Street Car Park	Wholly within a Parking Bay marked out by lines	Passenger Vehicles, Motor Cycles and Light goods vehicles	All Days (Including Bank Holidays)	07.00 – 19.00	1 hr - £0.60 2 hrs - £1.40 3 hrs - £2.50 4 hrs - £3.30 5 hrs - £4.90 All Day - £8.20

SCHEDULE 2

PART A – PARKING PERMITS AND CHARGES VALID UNTIL 31ST AUGUST 2028

BRADFORD ON AVON

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
Bradford on Avon (where applicable)	Residents Permit	N/A	£125	£150	£500

SEASON TICKETS

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
Station Car Park Zone B Newtown Car Park, Bridge Street Car Park, St Margarets Car Park St Margarets Hill Car Park, Bradford on Avon	Standard Season Ticket	£86	£258	£516	£1032

MELKSHAM

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
Church Street Car Park Lowbourne Car Park King Street Car Park, Melksham	Residents Permit	N/A	£100	£200	£400
Bath Road Car Park, Melksham	Residents Permit	N/A	£125	£250	£500
Union Street Car Park, Melksham	Residents Permit	N/A	£140	£280	£560

MELKSHAM (continued)
SEASON TICKETS

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
Church Street Car Park King Street Car Park Lowbourne Car Park, Melksham	Standard Season Ticket	£71	£213	£426	£852
Melksham Station Car Park, Melksham	Standard Season Ticket	£41.50	£125	£250	£500
Union Street Car Park, Melksham	Standard Season Ticket	£91	£273	£546	£1092

TROWBRIDGE

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
Bradford Road Car Park, Trowbridge	Residents Permit	N/A	£125	£250	£500
Lovemead Car Park, Trowbridge	Residents Permit	N/A	£117.50	£235	£470
Court Street Car Park Broad Street Car Park Broad Street Crescent Car Park, Trowbridge	Residents Permit	N/A	£125	£250	£500

SEASON TICKETS

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
Bradford Road Car Park Broad Street Car Park Broad Street Crescent Car Park Court Street Car Park, Trowbridge	Standard Season Ticket	£83	£249	£498	£996

Lovemead Car Park, Trowbridge	Standard Season Ticket	£78	£234	£468	£936
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WARMINSTER

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
Emwell Street Car Park Furlong Car Park, Warminster	Residents Permit	N/A	£131.25	£262.50	£525
Central Car Park, Warminster	Residents Permit	N/A	£87.50	£175	£350
Western Car Park Weymouth Street Car Park, Warminster	Residents Permit	N/A	£100	£200	£400

SEASON TICKETS

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
Emwell Street Car Park Furlong Car Park, Warminster	Standard Season Ticket	£86	£258	£516	£1032
Central Car Park, Warminster	Standard Season Ticket	£78	£234	£468	£936
Western Car Park Weymouth Street Car Park, Warminster	Standard Season Ticket	£71	£213	£426	£852

WESTBURY

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
Warminster Road Car Park High Street Car Park, Westbury	Residents Permit	N/A	£112.50	£225	£450

Westfield House Car Park, Westbury	Residents Permit	N/A	£87.50	£175	£350
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SEASON TICKETS

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
High Street Car Park, Westbury	Standard Season Ticket	£78	£234	£468	£936
Warminster Road Car Park, Westbury	Standard Season Ticket	£86	£258	£516	£1032
Westfield House Car Park, Westbury	Standard Season Ticket	£65	£195	£390	£780

PART B – PARKING PERMITS AND CHARGES VALID FROM 1ST SEPTEMBER 2028

BRADFORD ON AVON

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
Bradford on Avon (where applicable)	Residents Permit	N/A	£125	£150	£500

SEASON TICKETS

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
Station Car Park Zone B Newtown Car Park, Bridge Street Car Park, St Margarets Car Park St Margarets Hill Car Park, Bradford on Avon	Standard Season Ticket	£91	£273	£546	£1092

MELKSHAM

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
Church Street Car Park Lowbourne Car Park King Street Car Park, Melksham	Residents Permit	N/A	£100	£200	£400
Bath Road Car Park, Melksham	Residents Permit	N/A	£125	£250	£500
Union Street Car Park, Melksham	Residents Permit	N/A	£140	£280	£560

SEASON TICKETS

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
Church Street Car Park King Street Car Park Lowbourne Car Park, Melksham	Standard Season Ticket	£75	£225	£450	£900
Melksham Station Car Park, Melksham	Standard Season Ticket	£41.50	£125	£250	£500
Union Street Car Park, Melksham	Standard Season Ticket	£96	£288	£576	£1152

TROWBRIDGE

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
Bradford Road Car Park, Trowbridge	Residents Permit	N/A	£125	£250	£500
Lovemead Car Park, Trowbridge	Residents Permit	N/A	£117.50	£235	£470

Court Street Car Park Broad Street Car Park Broad Street Crescent Car Park, Trowbridge	Residents Permit	N/A	£125	£250	£500
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SEASON TICKETS

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
Bradford Road Car Park Broad Street Car Park Broad Street Crescent Car Park Court Street Car Park, Trowbridge	Standard Season Ticket	£88	£264	£528	£1056
Lovemead Car Park, Trowbridge	Standard Season Ticket	£82	£246	£492	£984

WARMINSTER

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
Emwell Street Car Park Furlong Car Park, Warminster	Residents Permit	N/A	£131.25	£262.50	£525
Central Car Park, Warminster	Residents Permit	N/A	£87.50	£175	£350
Western Car Park Weymouth Street Car Park, Warminster	Residents Permit	N/A	£100	£200	£400

**WARMINSTER (continued)
SEASON TICKETS**

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
Emwell Street Car Park Furlong Car Park, Warminster	Standard Season Ticket	£91	£273	£546	£1092
Central Car Park, Warminster	Standard Season Ticket	£82	£246	£492	£984
Western Car Park Weymouth Street Car Park, Warminster	Standard Season Ticket	£75	£225	£450	£900

WESTBURY

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
Warminster Road Car Park High Street Car Park, Westbury	Residents Permit	N/A	£112.50	£225	£450
Westfield House Car Park, Westbury	Residents Permit	N/A	£87.50	£175	£350

SEASON TICKETS

Name of Parking Place	Type of Parking Permit	1 Month	3 Months	6 Months	12 Months
High Street Car Park, Westbury	Standard Season Ticket	£82	£246	£492	£984
Warminster Road Car Park, Westbury	Standard Season Ticket	£91	£273	£546	£1092
Westfield House Car Park, Westbury	Standard Season Ticket	£69	£207	£414	£828



Department
for Transport

Policy paper

Better Connected: a strategy for integrated transport – executive summary

Published 2 April 2026

Applies to England

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Delivering Better Connected



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Better Connected

Better Connected is this government's vision for domestic transport in England. That vision is simple – for transport to work well for people, for it to be safe, reliable, affordable and accessible so they can get on in life and make the journeys they need to easily.

It is shaped by what we have heard from our co-design process and research, the changes we know are happening in society and in transport, and by what we want to achieve for this country. Our guiding principles of People, Place and Partnership will underpin how transport is designed, built and operated in the future enabling more seamless journeys across the network. First and foremost, we will ensure that people are at the heart of everything we do, so transport serves them, no matter who they are. Second, we will use transport to create better connected places across the country, so communities can thrive and grow. And finally, we will work in partnership across government, with local leaders and the transport sector, so that decision-making is effective, collaborative, and delivers the right outcomes for people and places.

These guiding principles support the 8 priorities set out in Better Connected, that have been shaped by what people and stakeholders told us matter most to them. These priorities are not premised on what type of transport people might be using, but by what people told us they want and need from the transport system, however and whenever they choose to travel. Progress on these priorities will create an integrated transport system, one where people are able to travel easily and reliably across local and national networks which feel joined up and have been designed to meet their needs.

Simplify payments and information

Journeys will be easier to plan and undertake with a simple approach to payments and information, so people can travel door-to-door with confidence that they are not overpaying. This means making fares and payments for all kinds of travel more straightforward and improving integrated ticketing for public transport. We will make more kinds of travel information available, accurate, and easy to access. We will ensure local transport authorities have the tools they need to deliver integrated ticketing in their areas; and that travellers have access to reliable, up-to-date information about everything from roadworks to station lifts.

Provide dependable and safe journeys

We will provide safe and dependable transport so people can trust the network and travel with confidence. This means anticipating and responding effectively to disruption, improving reliability for drivers and public transport users and proactively maintaining roads, pavements and rail networks. It also means reducing deaths and injuries on the network and embedding user insight into future delivery. To support this, we will expand the role of the strengthened rail passenger watchdog so it can monitor passenger experience and advocate for the rights and interests of passengers across all public transport.

Make travel accessible and affordable

The transport network will be increasingly accessible and affordable, providing people real choice in how they travel. We will do this by designing accessible travel environments and taking action to reduce the cost of transport, including through the first rail fares freeze in 30 years. We will work with disabled people to build a shared framework for travel through our Accessible Travel Charter that will set expectations for transport providers to implement accessibility best practice across the network.

Create healthier communities

Transport will help create healthier communities, where making healthy travel choices will be easy and convenient, supporting cleaner, quieter and more liveable places. To achieve this, we will improve walking, wheeling and cycling routes, improve integration between cycle and rail, and scale-up shared mobility. This is alongside delivering cleaner transport to improve air quality and reduce noise pollution, helping to reduce health inequalities. We will strengthen statutory guidance for local transport authorities, making clear that pavements and cycle paths must be planned, maintained, and managed with the same priority as road infrastructure.

Align transport and development

Decisions on transport and development will be better joined up, creating more well-connected places to live. To achieve this, we will integrate our approach to transport, housing and wider development across the system, embed vision-led planning across all tiers of government and use transport infrastructure to unlock new developments. We will set an expectation that where new housing is built close to existing transport routes, its density will be maximised so that more people experience good connectivity.

Champion data and technology

We will champion data and technology to deliver an integrated, innovative and accessible transport system that is fit for the future. This means embedding technology and innovation in transport, strengthening transport's digital and data foundations and investing in digital technology to ensure that we are maximising the opportunities that they offer. We will increase the amount of open data in the transport system and support local authorities to trial innovative solutions that deliver tangible impacts to the places and people they represent.

Empower local leaders

We will support and empower local leaders who are accountable to their local electorate to deliver better local transport for their communities. To achieve this, we will put more power in their hands, provide them with integrated and long-term funding, empower them to deliver local transport that they judge is right for their communities and prioritise local capacity and capability building. We will ensure that the outcomes and indicators we set for local transport funding settlements are aligned with the vision and priorities set out in this strategy.

Optimise decision-making and appraisal

We will optimise decision-making and appraisal so that it aligns with the principles set out in this strategy, and is underpinned by high quality analysis. To achieve this, we will deliver integrated and transparent decision-making, strengthen our people-focussed evidence base, and work to enable excellent local decisions and appraisal. We will shortly publish our new Appraisal, Modelling and Evaluation Strategy, to align our analytical work to the vision set out in this strategy.

Delivering Better Connected

We are committed to monitoring and evaluating the delivery of this strategy and will publish a progress update this Parliament. We will track the delivery of our commitments, understand what our commitments and the overall strategy have enabled, and monitor key metrics to seek to understand how we are changing people's experience of transport for the better.



OGL

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Fiona Dey

From: Teresa Strange
Sent: 07 April 2026 12:46
To: Fiona Dey
Subject: FW: Publication of DfT's Better Connected: A Strategy for Integrated Transport

Categories: Full council

For the full council agenda alongside the WC one

From: Alisha Walker <Alisha.Walker@dft.gov.uk>
Sent: 02 April 2026 12:43
Cc: Ellen Cumber <Ellen.Cumber@dft.gov.uk>; Adam Duggan <Adam.Duggan@dft.gov.uk>
Subject: Publication of DfT's Better Connected: A Strategy for Integrated Transport

OFFICIAL

Good afternoon,

Today the Government has published [Better Connected: A Strategy for Integrated Transport](#).

Better Connected sets out this Government's people-focused vision for domestic transport across England, transport that works well for people, and is safe, reliable, affordable and accessible, so they can get on in life and make the journeys they need to easily.

The strategy has three key principles that will shape what we do and how in transport going forward: putting people at the heart of everything we do, using transport to create well-connected places and working in partnership with local leaders and experts to support delivery.

And our eight priorities, including simplifying payments and information, empowering local leaders and making travel accessible and affordable reflect what people and stakeholders told us matter most to them, and where this government wants to focus its work in transport. With over 40 fully funded commitments, including a £10 million Integration Innovation Fund, a £30 million digital twin programme, a new partnership with Google allowing passengers to track live bus locations in Google Maps and a new Accessible Travel Charter.

Our approach has been directly shaped by what we've heard from people like you, who responded to our call for ideas, attended a regional roadshow or joined one of our other engagement events over the past year. Thank you for your contribution.

We know the hard work doesn't stop here, and we're committed working in partnership with local leaders and experts to deliver our vision. We look forward to continuing to work with the sector as we move into the next phase of delivery.

We'd also like to invite you to join our stakeholder webinar on Monday 13 April to hear from the team and ask any questions. You can [register to attend here](#).

Many thanks,

Alisha.

Alisha Walker (she/her)
Policy Advisor, Better Connected Implementation
Opportunity Mission & Public Transport Integration

 Department for Transport

Please note: We are contacting you as you have previously agreed to receive updates from us through engaging with our call for ideas, regional roadshow or other engagement event. Please see our [privacy notice](#) for more detail.

OFFICIAL

AGENDA ITEM 11b

Wiltshire Council's Local Transport Plan 4 draft Delivery Plan survey

Clerk's Note

Here are the questions that they are asking, I have looked at the document, with some comments/notes included in your agenda pack, but note that the questions are very generic. You could still submit some specific questions/comments if you don't want to comment on the generic questions below.

When the actual plan was out for consultation last year, the comments were that it was very laudable but don't seem much evidence of it in practice by Wiltshire Council. This is now the delivery plan.

Survey questions from Wiltshire Council online consultation portal:

Now is your chance to have your say by completing the survey

Please answer the next 3 questions below with 1 as 'No, not at all' - a very negative response, and 5 as 'Yes - very' - a very positive response

1. On a scale from 1-5, how clear and easy to understand do you find the Delivery Plan?

1a. Do you have any comments about this question?

2. On a scale from 1-5, does the Delivery Plan reflect the transport issues most important to you or your community?

2a. Do you have any comments about this question?

3. On a scale from 1-5, do you agree with the criteria set out for prioritisation? (please see criteria in drop down boxes below)

3a. Do you have any comments about this question?

Criteria for short, medium and long term prioritisation.

Short term (0-3 years)

Medium term (3-5 years)

Long term (+ 5 years)

4. Do you have any further comments about the Delivery Plan?



Wiltshire Council Local Transport Plan 4

Delivery Plan – consultation draft

Wiltshire Council

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Consultation draft – updated February 2026

This draft LTP4 delivery plan presents a forward plan for implementing policy and sets out the anticipated programme of work for the development of additional supporting documents and schemes. This plan will be subject to public consultation following the adoption of LTP4. The consultation exercise will include engagement with key stakeholders to inform the programme going forward.

Public consultation will also help inform the development of additional supporting documents, and to ensure we connect with a broad range of participants we will be seeking to ensure there will be targeted engagement with those demographic groups that were underrepresented during the LTP4 consultation period including younger people and those with disabilities.

It is intended that the delivery plan, will be updated periodically throughout the LTP4 plan period to update on progress made and reflect priorities. This consultation draft has been updated since March 2025 to update the proposed programme and council plan.

1. Introduction

- 1.1 Wiltshire's fourth Local Transport Plan (LTP4) sets out the strategic objectives and policies for the period from 2025 to 2038. The implementation and delivery of policies in LTP4 will contribute to meeting the council's plan¹ priorities maximising opportunities and tackling the challenges currently facing Wiltshire, including our concern over climate change.
- 1.2 The LTP4 Delivery Plan will support the development of the Integrated National Transport Strategy, which is currently being produced by the Department for Transport. The Integrated National Transport Strategy will set the high-level direction for how transport should be designed, built and operated in England over the next 10 years.
- 1.3 This delivery plan presents a programme for the development of key infrastructure that will help develop schemes on a number of key corridors such as the A303, A36 and A350. The suite of supporting documents required including strategies and plans are crucial to achieving the strategic objectives and maximising the funding and delivery opportunities available.
- 1.4 The supporting strategies will provide further policy detail relating to the county- wide strategies (such as the Electric Vehicle Charging Strategy) and further detail for specific places (such as the Salisbury Transport Strategy). Information about specific infrastructure may be included, for example in the Local Cycling and Walking Infrastructure Plans (LCWIPs).
- 1.5 The intention of this delivery plan is to set out the pathway to achieving

¹ [Our Wiltshire Plan 2025-2035: A Community-Centred Approach](#)

the objectives, building on work already undertaken and identifying the actions required going forward. The development of additional documents required will be prioritised, responding to the need and availability of resources.

- 1.6 This delivery plan includes a section on the wider strategic transport plans and strategies that may have an impact on transport users in Wiltshire. Proactive and collaborative working with our key partners and government bodies is essential to represent the interests of Wiltshire's residents, employers, and visitors.
- 1.7 This delivery plan, and associated programme will be updated periodically throughout the LTP4 period to update on progress made and reflect changing priorities.

2. Our Wiltshire Plan 2025-2035

2.1 Our Wiltshire Plan sets a new vision and guiding principles of fairness, openness and working together. The plan sets out several priorities one of which is to create well maintained, safer roads, and more accessible, greener transport (including public transport). This will be achieved by the following commitments:

- **Tackle potholes and maintain and improve our transport infrastructure and Rights of Way in accordance with our adopted asset management strategy.**
- Deliver the Wiltshire Local Transport Plan 4, helping to meet the council's carbon reduction ambition, **improved road safety** and greater economic activity.
- Progress towards a Zero Carbon Transport System by increasing the use of shared and public transport, electric vehicle charging points and tailoring solutions for rural areas.
- Produce dedicated **Local Cycling and Walking Infrastructure Plans** for principal settlements and market towns and Wiltshire-wide (a total of 16 LCWIPs) to promote active travel .
- Provide school transport to meet the needs of young people and to provide a climate friendly alternative.
- Review SEND transport to ensure it meets the needs of Wiltshire's young people with SEND and their families, supporting future independence.
- **Support public transport and the ambitions set out in the Bus Service Improvement Plan (including new electric buses and further demand responsive transport that collects passengers from their home).**
- Implement a plan for fleet and EV charging infrastructure to deliver business objectives and the 2030 carbon neutral outcomes 7.9

Improve road safety through education, speed limit reductions, weight limit reviews, police enforcement and engineering measures to reduce the number and severity of injuries and collisions occurring, contributing to the vision to cut road deaths and serious injuries to zero.

3. Implementation of LTP4 policies

- 3.1 To support the implementation of LTP4 policies and measures, further work is required to develop schemes and the supporting documentation to present the detail of actions to take forward. This section presents an overview of the themes (county-wide and place-based) and presents the further information to be developed.
- 3.2 Further supporting documents to be developed will draw on existing strategies and plans produced at a local, regional and national level where relevant, for example, the draft Wiltshire Local Plan and Sub-national Transport Body Strategic Transport Plan. It is intended that the further supporting documents will provide more detail, set out the actions to be taken and funding requirements. Collaboration with services across the council, stakeholders and partner organisations is vital to develop supporting documents and schemes.

County-wide themes

Freight

- 3.3 Wiltshire's strategic location within the country means that numerous roads are used by freight, making it an important focus area of transport as part of the LTP4. Developing a Freight plan is key to ensuring the policies and measures set out in LTP4 Freight sub-strategy are implemented.
- 3.4 Recognising the challenges faced within Wiltshire, the forthcoming plan for freight will build on the evidence and information presented in LTP4 and will:
- Review, update and, if required, redesign the county freight map.
 - Continue to develop the existing two-tier network of freight advisory routes.
 - Review the introduction of consolidation centres.
 - Pursue opportunities to trial and/or deliver dynamic kerbside management.
 - Work with freight operators and businesses on a voluntary and ad-hoc basis to achieve shared deliveries where possible.
 - Investigate the potential for delivering or trialling micro-consolidation and first/last mile delivery solutions.
 - Pursue opportunities to shift road freight onto rail, working with stakeholders and partners to increase rail network capacity, safeguard land and promote using rail for freight.
 - Support the transition to low emission freight.
 - Promote the creation of rest stops and HGV parking facilities on the freight network, including on the Strategic Road

Comment here about concerns of Seend Parish Council request for no HGV advisory to be statutory - and put all on A365 at Bowerhill

Request one for Bowerhill

Network.

- Explore how we can best introduce Moving Traffic Enforcement powers in the context of freight (subject to DfT approval)
- Review the Freight Assessment and Priority Mechanism (FAPM) to update and redesign the system to ensure it efficiently and equitably prioritises the most effective interventions.

Parking

3.5 The LTP4 sub-strategy sets the strategic direction for parking measures and the related policies and measures. The council needs to manage parking supply so that it allows people to access local services and businesses without causing significant traffic congestion and environmental impacts. Through the Shift and Support policies and measures in LTP4, the council intends to ensure efficient levels of access to parking provision whilst acting as a demand management tool to encourage travel by sustainable modes.

3.6 The parking measures will be presented in a Parking Plan that will:

- Develop a detailed parking operation and delivery plan based on additional parking data and outcomes of reviews to inform the implementation of Shift measures.
- Review parking charges across Wiltshire to manage parking demand and ensure that provision is available to those where there is no reasonable alternative other than the car. Important as a large rural parish with limitations on public transport
- Seek to encourage travel by encourage active travel, public transport and shared transport where it is possible to do so.
- Explore opportunities to help shape digital payment methods and ensure they are convenient for users. Must be options for those who are not using digital
- Ensure that payment methods introduced align with the Equality Act, to ensure paying for parking is convenient and simple for all YES
- Continue to roll out new payment machines in our Principal Settlements and Market Towns to ensure there is a consistent and familiar parking payment system across the county.
- Explore opportunities for improving signage and online information.
- Review the function, purpose and financial stability of individual car parks, and to ensure that land in our Principal Settlements and Market Towns is being utilised in the most beneficial way, while supporting our local economies and providing convenient access for those who need it.
- Ensure parking in residential areas is carefully managed with further roll- out of resident parking zones.

3.7 In addition, the council will review the current transport requirements for development. The council intends to produce new standards for development within the short term to ensure sufficient vehicle and cycle parking is provided in new residential and non-residential developments, including designated disabled parking spaces. Until the new standards are adopted, the council will continue to apply the standards currently used to inform planning applications.

Electric Vehicle Infrastructure (EVI)

- 3.8 Wiltshire Council has a role to play in enabling the transition to electric vehicles, having committed to a 2030 net zero target for its own activities and to seek to make the county carbon neutral by 2030. Transport has the largest sector greenhouse gas (GHG) emissions in Wiltshire, predominantly created by private vehicles. In this respect the transition to EVs represents the greatest opportunity to reduce GHG emissions from our counties transport in the short to medium term.
- 3.9 The LTP4 electric vehicle infrastructure sub-strategy sets out the policies for EVI across Wiltshire, providing the strategic direction for EV measures for the period up to 2027. The Wiltshire EVI Strategy is in development and will provide further detail for the period 2025-2027. A review of the EVI strategy will be required after three years to reassess against emerging practices and technologies. Electric vehicles are currently the most developed and deployable net-zero transport technology, while alternative fuels such as hydrogen and synthetics remain in development. Future reviews will reassess the applicability of alternative fuels and their potential role in the regional transition to sustainable transport.
- 3.10 The measures to be taken forward through the EVI strategy are:
- Ensure residents who cannot install home chargers have access to local public EV charging.
 - Support the planning of new developments and refurbishments, maximising the opportunities to roll out EVI.
 - Influencing the deployment of public EV charging, we must ensure that it is placed in the most appropriate location.
 - Explore the deployment of solar canopies linked with EV charge points in council car parks and will identify suitable locations in which where aligning these technologies demonstrates a clear business case. **about to install one in the campus car park**
 - Encourage corporate vehicle fleets to transition to electric vehicles and encourage car clubs to offer EV's, referencing best practice from the council fleet transition.
 - Support the private sector in rolling out public rapid charging
 - Promote the wider transition to low emission vehicles, publicising and promoting to residents as appropriate.
 - Promote and incentivise the uptake of electric vehicles by taxi drivers serving Wiltshire.
 - Ensure that public EV chargers are accessible and allow a minimum level of accessibility for footway users.
 - Seek to ensure social equity of charging provision, such that local public charging is available to rural residents and those living in areas of deprivation.
- 3.11 The Local Electric Vehicle Infrastructure (LEVI) project is underway in Wiltshire following the award of capability funding from the Department for Transport (DfT). The council has also been allocated capital funds to

build a network of public on-street residential EV chargers throughout the county, ensuring public EV chargers are available for the residents who need them most. We will be partnering with commercial charge point operators (CPO's) to ensure we can deliver rapidly and at scale. Partner CPO's will bring sector expertise and contribute private funding, which will increase the number of EV charge points the LEVI project can deliver.

Public Transport

- 3.12 Good public and shared transport links are vital for the success and prosperity of Wiltshire's communities. Public transport is essential in enabling people to get around in a sustainable way and can help to combat social isolation. Through the Shift, Improve and Support policies in LTP4, our aim is to ensure that public transport services meet the needs of our people, both now and into the future, and provides a viable and competitive alternative to travelling by car. These measures will also seek to reduce the impact on air quality and carbon emissions. We will prioritise improving the frequency, speed, reliability and flexibility of our bus services and support the enhancement of rail services through Wiltshire. **support!**

Rail

- 3.13 The Core LTP4 Strategy presents the context and challenges for rail travel in Wiltshire. Improving connections, frequency of services and supporting the upgrade of railways and stations is crucial to addressing the current challenges. We will support the development of a number of rail proposals, such as, but not limited to, restoring direct train services from Bradford on Avon and Trowbridge to London Waterloo. We will also support the following:

- Initiate rail freight terminals and improve routes, focusing on connections to existing rail networks.
- Opening of more railway stations in Wiltshire (e.g. Corsham, Devizes and Wilton).
- Increasing the frequency and reliability of railway services across the county. **YES! needed in Melksham**
- Improving accessibility at rail stations for all, particularly for those with disabilities. **Does this include support like the funding request by MTUG for an info point to help residents understand ticketing options**
- Rail electrification and Project Churchward assessing the feasibility of battery powered trains.

- 3.14 The published Wiltshire Rail Strategic Study (Network Rail, 2024)² provides a blueprint for taking forward a number of improvements and we will continue to work with key stakeholders to develop these schemes. We will continue to work with Network Rail to lobby for and support rail improvements which bring benefits to Wiltshire.

Bus

² [Wiltshire Rail Strategic Study \(Network Rail, 2024\)](#)

- 3.15 Wiltshire's first Bus Service Improvement Plan (BSIP) was published in October 2021³. It sets out, at a local level, our response to the Government's National Bus Strategy (NBS), Bus Back Better. In July 2023, Wiltshire Council was awarded BSIP + funding (now referred to as BSIP 2 funding). Our allocation was up to £4.23 million of revenue funding to support bus services and the delivery of the BSIP in 2023/24 and 2024/25. *We have a bus strategy for Melksham and East of Melksham we can share to inform*
- 3.16 We have targeted this funding at actions that we and our Enhanced Partnership believe will deliver the best overall outcomes in terms of growing bus patronage whilst maintaining service levels and connectivity for our local communities.
- 3.17 In early 2024, we prepared a revised version of our BSIP which sets out our ambitions and proposals up to 2030 alongside a detailed delivery programme for the future, aimed at meeting the objectives of the NBS.
- 3.18 In support of the BSIP the bus-related policies and measures in LTP4 will seek to continue to deliver improvements to bus services across Wiltshire.

Active Travel

- 3.19 The shift policies in the Principal Settlements, Market Towns and Rural Areas sub-strategies seek to promote and deliver greater opportunities for active travel across Wiltshire.
- 3.20 To enable us to maximise participation in walking and cycling in Wiltshire we will develop and deliver an Active Travel Strategy. This strategy will support the ambitions within the Department for Transport's Cycling and Walking Investment Strategy. It will provide an overarching framework under which we will provide further detail and information about delivery of the measures set out in the area sub-strategies. To be included are the following:
- Updated town cycle and walking network (online) maps for each of the Principal Settlements and Market Towns, which will also include all the LCWIPs routes for each of the settlements and towns. It is anticipated that by the end of 2026 all towns within Wiltshire will have a published LCWIP report.
 - Cycle infrastructure design guidance/policy
 - Wayfinding and signage guidance
 - Cycle parking standards for new residential and commercial development
 - Cycle parking guidance for urban areas and the public realm
 - Public transport integration guidance/policy
 - Cycle hire scheme including e-bikes and cargo bikes
- 3.21 As well as developing an Active Travel Strategy we will update our Transport Assessment and Travel Plan guidance which will help

³ [Bus Service Improvement Plan - Wiltshire Council](#)

strengthen behaviour change towards sustainable modes of travel.

Place-based sub strategies

Principal Settlements

- 3.22 All three Principal Settlements have a Transport Strategy, which lays the foundations for delivery of transport in each of the towns. The strategies will be updated to reflect the challenges, objectives and policies in the Principal Settlement sub-strategy.

Market Towns

- 3.23 Each of the Market Towns will have its own Transport Strategy reflecting the challenges, objectives and policies in the Market Town sub-strategy. The existing Transport Strategies for Calne and Devizes will be updated to reflect the Market Town sub-strategy.
- 3.24 All Principal Settlement and Market Town Transport Strategies will propose a long-term approach to meeting the transport needs of each town or city, using the policies and measures from the relevant LTP4 sub-strategy which will underpin new schemes, infrastructure and transport provision.
- 3.25 All these strategies will support the transport-related Policies in the emerging Local Plan.

Rural Areas

- 3.26 We want rural areas in Wiltshire to thrive and key to achieving this is enabling rural communities to have access to a range of sustainable transport options that connects them with key services and opportunities. A transport solutions for Rural Areas document will set out our plans for delivery of the policies and measures detailed in the Rural Areas sub-strategy including:
- Support for communities and villages wishing to provide a safe and inviting space for active travel to local services.
 - Advice and support for improving road safety in rural areas. MWPC very keen on this, how does it sit with reduced funds for LHFIG
 - Support for developing shared mobility hubs, to include a range of transport options such as car clubs, cycle hire schemes and electric vehicle charging hubs.
 - Support for raising awareness of sustainable travel options, including advice about up setting up a car share scheme for rural communities.
- 3.27 Our Neighbourhood Plans and Transport Strategies will be linked, and each should help inform the other when identifying local transport challenges and what NHPs? do WC mean NHPs at parish level?

solutions.

Strategic cross-boundary

3.28 LTP4 includes support policy SU2 and associated measure SU2.3, which sets out the benefits and opportunities of partnership working with government bodies and stakeholders to improve transport for all. Collaborative working with key partners and government organisations is crucial to ensure that transport users in Wiltshire are represented in regional and national strategies and plans.

3.29 Movement strategies may be developed to reflect the M4 to Dorset coast: strategic connectivity study (National Highways, 2023)⁴ and the ongoing collaborative working with neighbouring local authorities, including Bath and North East Somerset. The coordination of cross-boundary approaches helps to ensure efficient and integrated transport networks across the region. Opportunities to bring local benefits may also arise from planned improvements associated with improving strategic routes through the county. Further strategies may be included as and when the need arises and will be reflected in an updated delivery plan.

Working with BANES is good as the unilaterally shut Cleveland Bridge to HGVs and Bath used for education, work and entertainment for residents but the word "MAY" is very woolly re the M4 to Dorset study which includes the Melksham Bypass

4. Delivery partners

4.1 We will lead on the delivery of the LTP4 going forward, as part of our statutory responsibility to maintain and develop transport and highways at a local level.

4.2 To achieve the LTP4 objectives, we must work collaboratively with local partner organisations, including:

- future Strategic Mayoral Authority
- neighbouring authorities
- town and parish councils
- community Area Boards
- local interest groups including motoring groups, businesses and key employers (including the Ministry of Defence)
- communities and residents
- educational institutions and,
- other relevant stakeholders.

how is this going to be done?

4.3 Many of the measures identified within LTP4 will require the involvement of other organisations, particularly the Western Gateway Sub-national Transport Body and national government. We are committed to continuing to work in close collaboration with these groups and lobby for the interests of our county.

4.4 It is vital that we maintain regular liaison with partner organisations who own and operate significant elements of transport infrastructure to ensure support for services and schemes which will bring benefits to those who

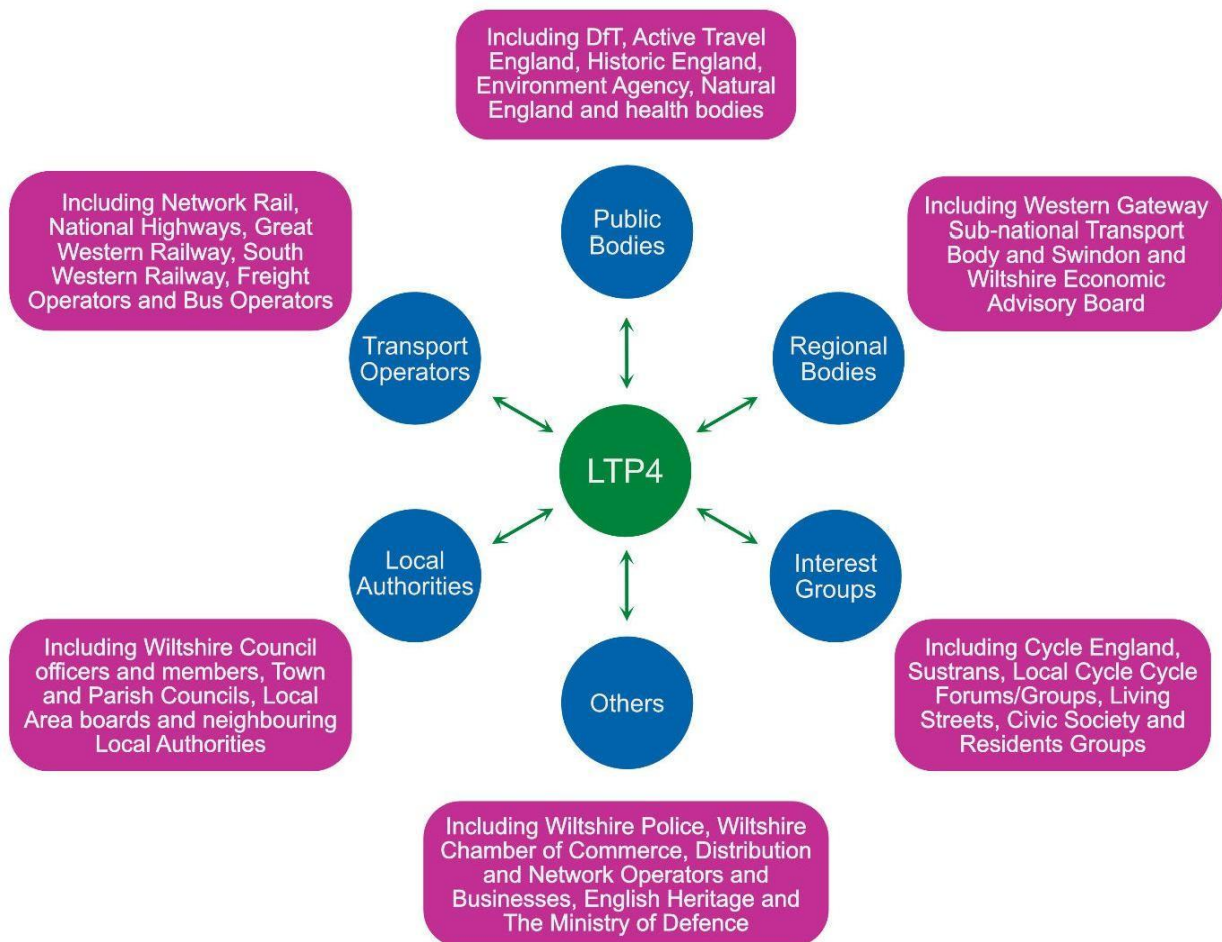
⁴ [M4 to Dorset Coast: strategic connectivity study \(National Highways, 2023\)](#)

live, work, and travel in Wiltshire. The partner organisations include:

- Network Rail
- National Highways
- Train Operating Companies
- Freight Operating Companies and,
- bus and coach operators.

4.5 The figure below illustrates some of the groups that will be involved in our delivery. Collaboration will be wide reaching, involving a wider range of local groups and organisations than those shown.

4.6 **LTP4 delivery partners**



5. Funding

5.1 The measures identified in LTP4 can help to deliver change in how people and goods move around our county. However, the ambitious nature of our objectives will require significant levels of funding to be achieved.

5.2 Delivery of the LTP4 measures will require both revenue funding (for ongoing service and running costs and repairs) and capital funding (to deliver new

assets and make improvements to existing infrastructure).

5.3 Funding can come from several sources:

- Central government grants
- Private sector, including developer contributions secured through planning obligations
- Council sources such as Council Tax and council-owned car parks
- Regional competitive bidding processes (through the Swindon and Wiltshire Enterprise Partnership or Western Gateway Sub-national Transport Body)
- National competitive bidding process (from various government departments, such as DfT, Active Travel England and Homes England).

5.4 The local government funding landscape is challenging and there are additional uncertainties following the change in national government in summer 2024. We must continue to take a proactive approach whilst understanding the rural context of Wiltshire.

5.5 We anticipate that many of the measures in the LTP4 will be funded, at least in part, through competitive bidding aimed at achieving specific government priorities. We have therefore aligned LTP4 priorities with those of national government as far as possible and will remain alert to new funding opportunities. If funding becomes increasingly place or outcome-based, rather than transport-specific, this could provide new funding opportunities and we will therefore consider opportunities from wider government departments, not just the DfT. **New Govt Integrated Transport Plan just published and in agenda pack**

5.6 We anticipate that other agencies and third parties, such as Network Rail and National Highways, will fund or part-fund works on networks that they are responsible for managing.

5.7 The current Infrastructure Delivery Plan (IDP, 2023) and supporting infrastructure schedule forms part of the evidence base for the draft Wiltshire Local Plan. This document presents the infrastructure needs, the estimated costs and funding mechanisms and is categorised according to the type of infrastructure and prioritisation. Work is currently underway to update the IDP to prioritise funding for infrastructure across Wiltshire. An Infrastructure Funding Statement is published on an annual basis to ensure that developers and local communities can see when and how money is collected and spent in relation to infrastructure provision.

Not sure how this works in practice, funding for an extension to the Melksham Cemetery is on an Infrastructure Plan list but we now know that doesn't mean that any money will actually be collected for the project or that it will happen.

What does this mean in practice now the Melksham Bypass funding has been removed from the current WC budget?

6. Programme

6.1 The timeframe for the delivery of supporting documents will vary depending on the current stage of development and level of priority. The table below shows a programme of work to develop and publish the supporting documents required to implement policies and measures, aligning with the indicative timescales shown for delivering measures, as shown in the Core LTP4 Strategy. The Core LTP4 Strategy also indicates how the measures could be delivered, through either direct delivery, delivery in collaboration with various partners or private sector delivery.

6.2 We have split our indicative timescales into short, medium and long term. These timescales are dependent on securing sufficient funding and resources.

- Short term: 0 – 3 years.
- Medium term: 3 – 5 years.
- Long term: 5+ years.

6.3 In determining the timescale, we have considered the following:

Short term:

- Essential to support the evidence base and delivery of policies in the emerging Wiltshire Local Plan.
- Strong certainty of unlocking external/developer funding.
- Identified as a priority through the consultation feedback.
- Significant support to help delivering existing Wiltshire Council adopted plans, such as Climate Strategy and Air Quality Action Plan.
- There is currently no strategy or plan currently in place or the existing strategy or plan is over ten years old.
- Essential to achieve council plan objectives.
- Strong alignment with national government policy (e.g. unlocking housing growth)

Medium term:

- Aligns with more than one LTP4 strategic objective.
- Some certainty in the medium time of unlocking external/developer funding.
- Strategy or plan currently in place over five years old.
- Identified within infrastructure delivery plan.
- Some alignment with national government policy.
- Identified in feedback from LTP4 consultation.

Long term

- Aligns with at least one LTP4 strategic objective.
- Some certainty in the future of unlocking external/developer funding.
- Existing strategy in place less than five years old.
- Some alignment with national government policy
- Not identified as a priority in LTP4 consultation feedback.

LTP4 Delivery Programme			Current to 2027	2028 to 2030	2031 to 2038
			Short Term	Medium Term	Long Term
County- wide	Parking	Parking Plan			
		Parking Standards review			
	Electric Vehicle Infrastructure	EVI Strategy		Review	
		LEVI Project			
	Public Transport	Rail Strategy			
		Bus Service Infrastructure Plan	Adopted BSIP 2024-2030		Review
	Freight	Freight Plan			
	Active Travel / Transport Requirements for Development	Active Travel Strategy			
		Local Cycling and Walking Infrastructure Plans			
		Transport Assessment guidance			
Travel Plan guidance					
Place- based	Principal Settlements	Chippenham Transport Strategy			
		Salisbury Transport Strategy			
		Trowbridge Transport Strategy			
	Transport Strategies for Market Towns	Amesbury			
		Bradford on Avon			
		Calne			
		Corsham			
		Devizes			
		Malmesbury			
		Marlborough			
		Melksham			
		Royal Wootton Bassett			
		Tidworth and Ludgershall			
		Warminster			
Westbury					
Rural Areas	Transport solutions for Rural Areas				

7. Monitoring

7.1 There is a requirement to monitor progress towards achieving the objectives of LTP4 against the performance measures set out in the Core LTP4 Strategy. The outcomes of the performance monitoring will be presented in progress reports to be produced regularly with the first expected three years after adoption of LTP4.

Other relevant documents (lists not exhaustive)

Links with other Wiltshire Council documents:

- Our Wiltshire Plan 2025-2035
- Draft Wiltshire Local Plan (2023)
- Infrastructure Delivery Plan (2023)
- Bus Service Improvement Plan 2 (2024)
- Local Cycling and Walking Infrastructure Plans (LCWIPs)
- Air Quality Strategy for Wiltshire 2019-2024
- Air Quality Action Plan for Wiltshire
- Wiltshire Climate Strategy (2022) and Climate Delivery Plan (2025)
- Highway Asset Management documents
- Wiltshire Green and Blue Infrastructure Strategy (2022)

Other policy and strategy documents:

- Western Gateway Sub-national Transport Body's Strategic Transport Plan 2024-2050
- Western Gateway Sub-national Transport Body's Strategic Infrastructure Plan 2025-2035
- Western Gateway Rail Strategy (2020)
- National Highways Route Strategy Initial Overview Report, South West Peninsula (2023)
- M4 to Dorset coast: strategic connectivity study (National Highways, 2023)
- Wiltshire Rail Strategic Study (Network Rail, 2024)
- DfT Future of Transport – Supporting rural transport innovation
- DfT Transport Decarbonisation Plan
- National Planning Policy Framework (2024)

Wiltshire Council Local Transport Plan 4 (LTP4) 2025

Wiltshire Council

The logo graphic consists of two white, curved lines that sweep upwards from the center, resembling a stylized 'W' or a bridge.

This document was published by Wiltshire Council

AGENDA ITEM 12a

Options for safeguarding land at Bader Park, Bowerhill

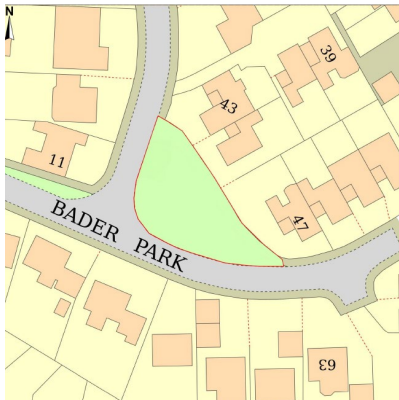
Clerk's Note:

Nineteen (19) residents have contacted the parish council with concerns about the sale of the green space in Bader Park. **All have asked Melksham Without Parish Council to consider purchasing this land as a Community Asset.** The Parish Officer has pulled together the following report and many residents of Bader Park are expected to attend the parish council meeting to speak in Public Participation. Councillor Mark Harris has done some research on the original owners and subsequent transfers too..

Wiltshire Councillor Nick Holder has met with some residents, and is also in contact with Wiltshire Council's property team (as are the parish council) and has met with Wiltshire Council's assets and legal representatives. We are still waiting to hear from them of the current situation – ie can they prove that the land should be in their ownership and therefore the sale withdrawn.

The land is for sale at auction on Monday 27th April (one week from the meeting).

Summary Report for Land at Bader Park



History



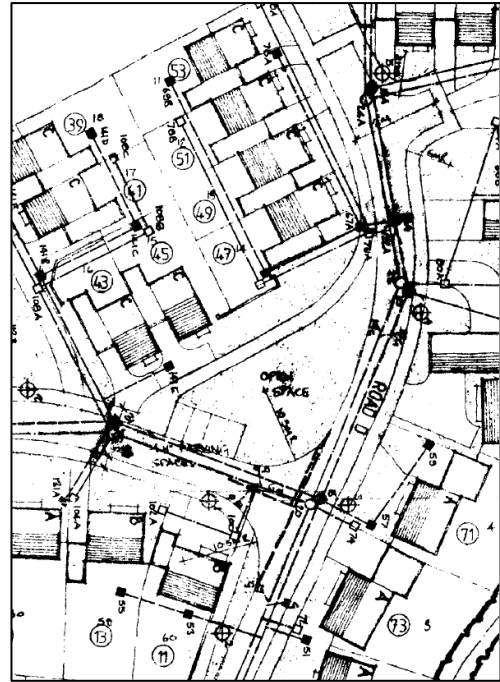
Planning application W/78/01262/HIS details the development of a residential area of 58 houses off Halifax Road in Bowerhill. There are a number of open spaces designated in the plans (see extract of the plan below). The documentation includes a Section 52 agreement (Appendix 1).

Granting of the planning application, by West Wiltshire District Council, was delayed until the Section 52 agreement was signed, with the Chairman of the Council commenting “*The prerequisite for a favourable decision was completion of the appropriate Section 52 Agreement in respect of the provision and possible future maintenance of the open spaces within the development.*” This indicates that there was a clear intention at the time that open spaces would be maintained as open spaces.

The Section 52 agreement states that the open spaces will be passed to the Council and that forever thereafter they will maintain the open spaces and not to use or permit the use of the open spaces for any purpose other than as open land to be enjoyed by the occupiers of the dwellinghouses to be erected on the Estate.

Below is an extract of general information provided to the purchasers by their solicitors and a summary of the Section 52 Agreement which was provided to residents on purchase of their homes. From these documents it is clear that the residents would consider that the land was owned by Wiltshire Council.

Also note that the payment to the council for future upkeep of the open spaces was borne proportionally by the purchasers of the 58 houses on the estate and was included in their purchase price.



Note: The Section 52 Agreement states that the expressions "the Council" and "the Purchasers" shall include their respective successors in title and assigns.

4. An Agreement under Section 52 of the Town & Country Planning Act 1971 provides for the establishment of open spaces, followed by their adoption and maintenance thereafter by the Wiltshire County Council. The computed payment for their future upkeep (£1257.00) has been borne proportionately by the Purchasers of the 58 houses on the Estate and each Purchaser's contribution has been included in the purchase price.

N.B. Duplicate Section 52 and Section 40 Agreements and Bond are available for inspection at the offices of the Vendor's Solicitors on or before completion.

Dated this 22nd day of February 1983.

PRECIS SECTION 52 AGREEMENT

- Date: 9th May, 1979.
- Parties: West Wiltshire District Council (1).
Walter Lawrence Homes Limited (2).
- Developer's Covenants:
1. To use open spaces as such for benefit of the Estate's residents.
 2. Not to erect any structures or advertisements thereon.
 3. To complete the laying out of the open space in accordance with the Council's specifications on or before completion of the Estate.
 4. To pay £1,237.00 for future upkeep of open spaces by the Council.
 5. To convey the open spaces to the Council on completion of the necessary works.
- Council's Covenants:
1. To accept conveyance of the open spaces.
 2. To use open spaces as such for benefit of the Estate's residents.
 3. Not to erect any structures or advertisements thereon.



Handwritten signature and date: 22.2.83

Current Ownership

According to the Land Registry the current owners, registered February 2024, are Ladbroke Project Ltd.

From a Companies House search, the business is described as buying and selling of own real estate. In their accounts for the year ending July 2024, they acquired ~£36,000 of fixed assets.

The development was built by Walter Lawrence Home Ltd but have transitioned several times in name/ownership. The transitions are shown below (note, this information has not been verified)

Walter Lawrence Homes Ltd (builder) → Raine Industries → Alfred McAlpine → George Wimpey → Taylor Wimpey

Sale

The Land at Bader Park is being sold by an online run by Auction House. The auction is running from Monday 27th April at 13:00 to Tuesday 28th April at 13:30.

Minimum/starting bid: £3500

Other Costs (from the auction website):

- Buyers Premium Charge is a non-refundable £900 inc VAT payable upon exchange
- Administration Charge is a non-refundable £1,500 inc VAT payable upon exchange
- DEPOSIT: The greater of: £4,750 and 10% of the Purchase Price; to be paid to the auctioneer as agent for the Seller.
- The Buyer shall pay to the Seller on the Completion Date the amount of £1,000 exclusive of VAT and £14 inclusive of VAT in connection with its disbursements towards the costs incurred or to be incurred by the Seller and in addition the Buyer shall pay any other costs payable to the Auctioneer. No invoices will be provided.

The purchaser would also have to consider Legal Fees and ongoing maintenance costs (if maintained as a green space).

Resident Concerns

Nineteen (19) residents have contacted the parish council with concerns about the sale of the green space in Bader Park. All have asked Melksham Without Parish Council to consider purchasing this land as a Community Asset.

Resident comments have been summarised into the following points:

1. Essential Parking Provision

The land includes approximately four parking spaces which are used daily by residents and visitors. With increasing car ownership, particularly among younger families, parking is already under pressure. Loss of these spaces would result in more roadside parking, increased congestion, and potential access issues for emergency and service vehicles.

The cul-de-sac already experiences regular traffic from deliveries, visitors, and vehicles turning. The parking layby helps alleviate congestion. Without it, access would become more difficult, and issues previously experienced (such as refuse vehicles being unable to reach properties) could recur.

It is noted that these are part of the highway adopted by Wiltshire Council.

2. Pedestrian Access and Safety

The footpath running through the land provides an important and well-used pedestrian route to Halifax Road, local bus stops, the post box, shops, and the town centre. It is used regularly by residents, delivery services, postal workers, and others. Removal or obstruction of this path would force pedestrians, including families with children, onto the road, creating safety concerns.

A number of utilities, such as gas pipes, are located under the footpath

3. Community Green Space and Wellbeing

This is one of the few remaining green areas in this part of Bader Park. It provides an informal play space for children and a place for residents to meet, socialise, and enjoy the outdoors. The presence of mature trees and open space contributes greatly to the character

of the area and supports residents' wellbeing. The loss of such space would have a negative impact on both the environment and mental health of the community.

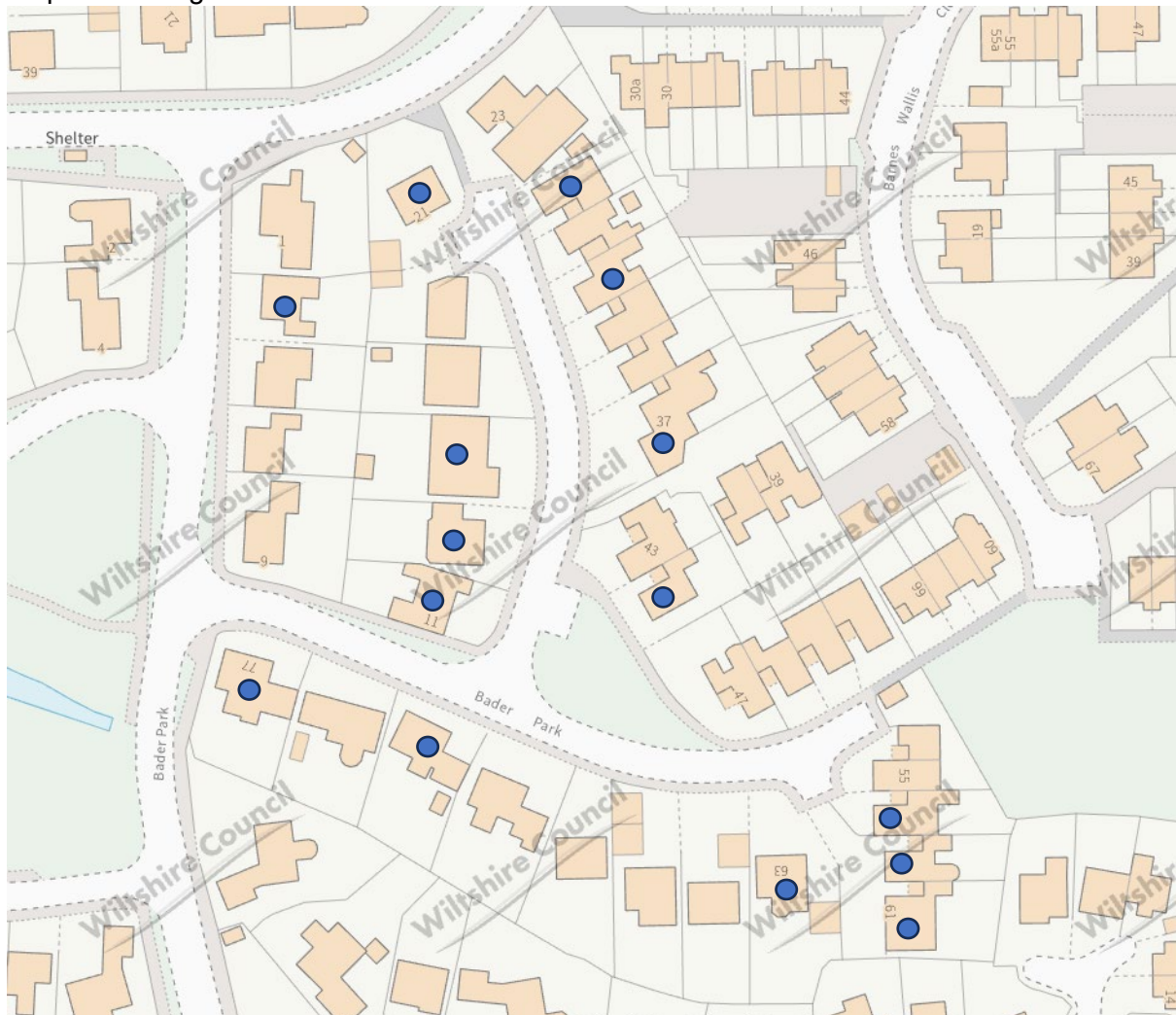
6. Planning and Legal Considerations

Residents understand that the original development of Bader Park included provision for open spaces, footpaths, and parking areas, which were intended to be adopted and maintained. Many homeowners contributed financially towards this provision. It is therefore unclear how these areas can now be included in a sale, particularly where long-standing public use may establish rights of way.

7. Impact on Character and Amenity

The spacing, greenery, and open outlook are key features of Bader Park and were important factors in residents choosing to live here. Development of these plots would significantly alter the character of the area, reduce light and outlook for surrounding homes, and set a concerning precedent for the loss of other green spaces within Bowerhill.

Map of dwellings of Residents who have contacted the Parish Council:



For Consideration:**a. Questions to Wiltshire Council**

- Was the land transferred as per the Section 52 agreement?
- Was the payment for maintenance of the open space paid to Wiltshire Council or their predecessor?

These questions have been asked, we await more information.

b. Is the Open Space Protected by the Section 52 agreement?

- Even if the land is sold, the covenants in the Section 52 agreement should prevent the land from being developed (or having any adverts erected)

c. MWPC Purchase the Land

- Purchase price (including auction fees) would be at least £6914 plus legal fees and ongoing maintenance costs. A deposit of at least £4750 would be payable immediately. Invoices will not be provided for all the costs.

Is this the right investment by the council?

- Ongoing costs for maintenance in perpetuity e.g. grass cutting
- Would purchase of this land set a precedent for other land?

d. Don't Purchase the Land

- Risk that the land is purchased by a developer looking to build a house on the land but there are several reasons why the land is unfavourable for development:
 - Package of land is small and would be reduced by consideration of adopted highway parking spaces and utilities under the footpath. The footpath would need to be retained or relocated.
 - Unresolved questions about whether the covenants of the original Section 52 agreement still apply and why they have not been included in the Land Registration Documentation or sale legal pack.
 - Neighbour objections
 - Planning applications would be subject to opposition for material considerations such as overlooking, parking, highway safety.
- Possibility that the land does not sell and status quo is maintained

e. Tree Protection Orders

- Could consider application for Tree Protection Orders to protect the trees on the open space? Unlikely to be completed prior to the auction date.

f. Designate as an Asset of Community Value

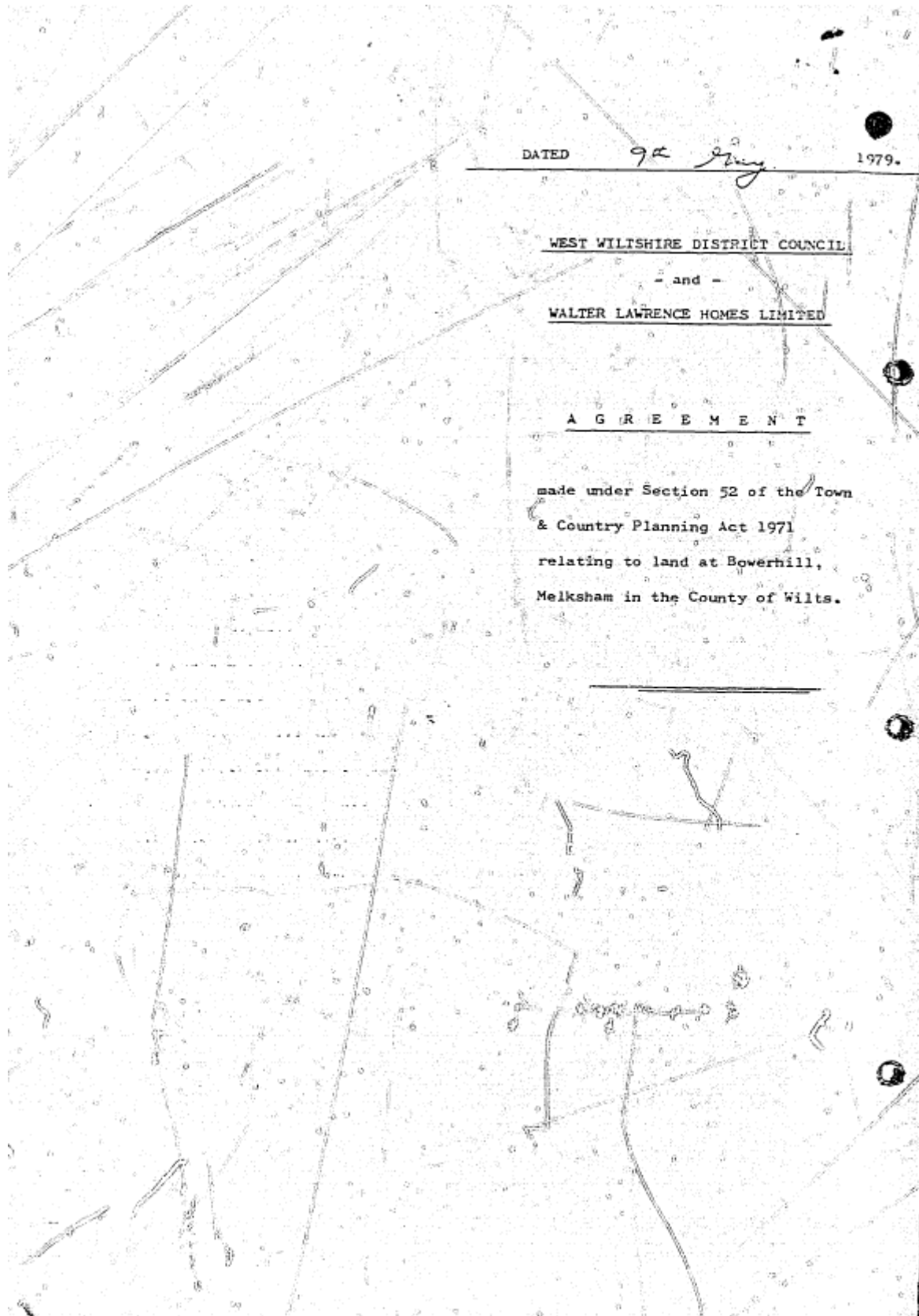
- Is there sufficient information on usage to make the designation? Unlikely to be completed prior to the auction date and only provides a 6 month pause to provide time for the community to decide to purchase the land

g. Implication for other Open Spaces

- There is another open space on Bader Park which appears to be owned by the same developer and could be put up for sale in the future. When asked, Auction House have commented that it is not currently for sale, but it may come up for sale at a later date.



Appendix 1 – Section 52 Agreement and Typed Transcript



THIS AGREEMENT is made the Ninth day of May One thousand nine hundred and seventy-nine BETWEEN
WEST WILTSHIRE DISTRICT COUNCIL whose offices are situate at Bradley Road
 Trowbridge in the County of Wilts (hereinafter called "the Council") of the
 first part and WALTER LAWRENCE HOMES LIMITED whose registered office is
 at 51/53 Gray's Inn Road London WC1 (hereinafter called "the Purchasers")
 of the second part _____

WHEREAS :-

- (1) The Council is the District Council for the District within which the property described in the First Schedule hereto (hereinafter called "the Estate") is situate _____
- (2) The Purchasers have entered into an unconditional contract for the purchase of the fee simple in possession of the Estate _____
- (3) The Purchasers have by a written application dated the Twenty-ninth day of November One thousand nine hundred and seventy-eight applied to the Council for permission to develop the Estate in the manner and for the uses set out in their application (to which the Council have allocated the reference number W78 1262) and in the plans specifications and particulars submitted in connection therewith and have agreed further to enter into the covenants set out in the Second Schedule hereto as regards that portion of the Estate shown and coloured green on the plan annexed hereto (hereinafter called "the open spaces") in consideration of the covenant by the Council hereinafter contained _____
- (4) The Council is satisfied that the development disclosed by the said application plans specifications and particulars is such as may be approved by it under the Town & Country Planning Act 1971 but should be further regulated by the terms set out herein _____

NOW THIS DEED WITNESSETH as follows :-

- 1. THIS Agreement is made in pursuance of Section 52 of the Town & Country Planning Act 1971 _____
- 2. THE Purchasers covenant with the Council :-
 - (a) To observe and perform the covenants set out in the Second Schedule hereto save and except that the conveyance to the Council of the open spaces shall discharge the liability of the Purchasers hereunder _____

(b) That in the event of the Purchasers selling the open spaces before the works specified in the Second Schedule hereto have been completed the Purchasers shall obtain from the Purchaser from them a covenant in the following form :-
 (the Purchasers being in the said form described as the Owners)

"The Purchaser hereby covenant with the Owners and as a separate covenant with the Council

(i) To carry out and complete the works specified in the Second Schedule and make the payment specified in the Second Schedule to an agreement dated the day of One thousand nine hundred and seventy- and made between the said Council of the one part and the Owners of the other part in accordance with the terms of such agreement and

(ii) To obtain from any purchaser from the Purchaser of the open spaces a similar covenant to this covenant (including this sub-paragraph (ii) thereof) in the event of the Purchaser selling the open spaces before the said works have been completed"

3. THE Council covenants with the Purchasers to observe and perform the covenants set out in the Third Schedule hereto save and except that the Council shall not be liable so to do until the Purchasers shall have performed and observed the covenants on their part herein contained

4. THE expressions "the Council" and "the Purchasers" shall include their respective successors in title and assigns

I N W I T N E S S whereof the parties hereto have caused their respective Common Seals to be hereunto affixed the day and year first before written

THE FIRST SCHEDULE BEFORE REFERRED TO

A L L T H A T piece or parcel of land situate in the Parish of Melksham Without in the County of Wilts forming (part of) the Bowerhill Estate which is for the purpose of identification only shown edged in red on the plan annexed hereto Together With the open spaces coloured green on the said plan

THE SECOND SCHEDULE BEFORE REFERRED TO

(Purchasers' Covenants)

1. Not to use or permit the use of the open spaces for any purpose other than as open land to be enjoyed by the occupiers of the dwellinghouses to be erected on the Estate

2. Not to develop the open spaces save as herein appears or to erect or permit

the erection thereon of any structure or advertisement

3. Not later than the date of completion of the development of the Estate to complete the open spaces in accordance with the drawings and specifications referred to in the conditions attaching to the approval granted by the District Planning Authority to the Purchasers' application for permission to develop the Estate as hereinbefore mentioned (to which the Council have allocated the reference number W78 1262)

4. On completion of the work set out in paragraph 3 hereof to pay to the Council the sum of One thousand two hundred and thirty-seven pounds (£1,237) towards the future upkeep of the said open spaces

5. Immediately upon the fulfilment of the third and fourth covenants in this Schedule to make a free conveyance to the Council of the land consisting of the said open spaces

THE THIRD SCHEDULE BEFORE REFERRED TO

(Council's Covenants)

1. To accept a free conveyance of all the land consisting of the said open spaces and forever thereafter to maintain the said open spaces and to keep or cause them to be kept in a neat and tidy condition

2. Not to use or permit the use of the open spaces for any purpose other than as open land to be enjoyed by the occupiers of the dwellinghouses to be erected on the Estate

3. Not to develop the open spaces save as herein appears or to erect or permit the erection thereon of any structure or advertisement

THE COMMON SEAL of WEST WILTSHIRE)

DISTRICT COUNCIL was hereunto)

affixed in the presence of :-)

Member

Chief Executive

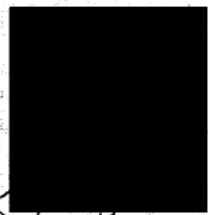
THE COMMON SEAL of WALTER LAWRENCE)

HOMES LIMITED was hereunto affixed in)

the presence of :-)

Director

Secretary



S. Monu

Dated 9th May 1979

WEST WILTSHIRE DISTRICT COUNCIL

And

WALTER LAWRENCE HOMES LIMITED

A G R E E M E N T

Made under Section 52 of the Town
& Country Planning Act 1971
relating to land at Bowerhill,
Melksham in the County of Wilts

THIS AGREEMENT is made the ninth day of May One thousand nine hundred and seventy-nine BETWEEN WEST WILTSHIRE DISTRICT COUNCIL whose offices are situate at Bradley Road Trowbridge in the County of Wilts (hereinafter called "the Council") of the first part and WALTER LAWRENCE HOMES LIMITED whose registered office is at 51/53 Gray's Inn Road London WC1 (hereinafter called "the Purchasers") of the second part

WHEREAS: -

- (1) The Council is the District Council for the District within which the property described in the First Schedule hereto (hereinafter called "the Estate") is situate
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- (3) The Purchasers have by a written application dated the Twenty-ninth day of November One thousand nine hundred and seventy-eight applied to the Council for permission to develop the Estate in the manner and for the uses set out in their application (to which the Council have allocated the reference number W78 1262) and in the plans specifications and particulars submitted in connection therewith and have agreed further to enter into the covenants set out in the Second Schedule hereto as regards that portion of the Estate shown and coloured green on the plan annexed hereto (hereinafter called "the open spaces") in consideration of the covenant by the Council hereinafter contained
- (4) The Council is satisfied that the development disclosed by the said application plans specifications and particulars is such as may be approved by it under the Town & Country Planning Act 1971 but should further be regulated by the terms set out herein

NOW THIS DEED WITNESSETH as follows: -

1. THIS Agreement is made in pursuance of Section 52 of the Town & Country Planning Act 1971
2. THE Purchaser covenant with the Council: -

- (a) To observe and perform the covenants set out in the Second Schedule hereto save and except that the conveyance to the Council of the open spaces shall discharge the liability of the Purchasers hereunder
 - (b) That in the event of the Purchasers selling the open spaces before the works specified in the Second Schedule hereto have been completed the Purchasers shall obtain from the Purchaser from them a covenant in the following form: -
(the Purchasers being in the said form described as the Owners)
“The Purchaser hereby covenant with the Owners and as a separate covenant with the Council
 - (i) To carry out and complete the works specified in the Second Schedule and make the payment specified in the Second Schedule to an agreement dated the day of One thousand nine hundred and seventy- and made between the said Council of the one part and the Owners of the other part in accordance with the terms of such agreement and
 - (ii) To obtain from a [REDACTED] purchaser from the Purchaser of the open space a similar covenant to this covenant (including this sub-paragraph (ii) thereof) in the event of the Purchaser selling the open spaces before the said works have been completed”
3. THE Council covenants with the Purchasers to observe and perform the covenants set out in the Third Schedule hereto save and except that the Council shall not be liable so to do until the Purchasers shall have performed and observed the covenants on their part herein contained
 4. THE expressions “the Council” and “the Purchasers” shall include their respective successors in title and assigns

IN WITNESS whereof the parties hereto have caused their respective Common Seals to be hereunto affixed the day and year first before written

THE FIRST SCHEDULE BEFORE REFERRED TO

ALL THAT piece or parcel of land situate in the Parish of Melksham Without in the County of Wilts forming (part of) the Bowerhill Estate which is for the purpose of identification only shown edged in red on the plan annexed hereto Together With the open spaces coloured green on the said plan

THE SECOND SCHEDULE BEFORE REFERRED TO
(Purchasers’ Covenants)

1. Not to use or permit the use of the open spaces for any purpose other than as open land to be enjoyed by the occupiers of the dwellinghouses to be erected on the Estate
2. Not to develop the open spaces save as herein appears or to erect or permit the erection thereon of any structure or advertisement
3. Not later than the date of completion of the development of the Estate to complete the open spaces in accordance with the drawings and specifications referred to in the conditions attaching to the approval granted by the District Planning Authority to the Purchasers’

application for permission to develop the Estate as hereinbefore mentioned (to which the Council have allocated the reference number W78 1262)

4. On completion of the work set out in paragraph 3 hereof to pay to the Council the sum of One thousand two hundred and thirty-seven pounds (£1,237) towards the future upkeep of the said open spaces
5. Immediately upon the fulfilment of the third and fourth covenants in this Schedule to make a free conveyance to the Council of the land consisting of the said open spaces

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(Council's Covenants)

1. To accept a free conveyance of all the land consisting of the said open spaces and forever thereafter to maintain the said open spaces and to keep or cause them to be kept in a neat and tidy condition
2. Not to use or permit the use or permit the use of the open spaces for any purpose other than as open land to be enjoyed by the occupiers of the dwellinghouses to be erected on the Estate
3. Not to develop the open spaces save as herein appears or to erect or permit the erection thereon of any structure or advertisement

THE COMMON SEAL of WEST WILTSHIRE

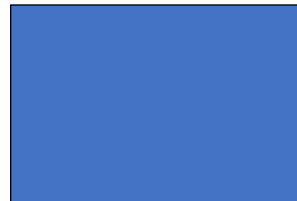
DISTRICT COUNCIL was hereunto

affixed in the presence of : -

THE COMMON SEAL of WALTER LAWRENCE

HOMES LIMITED was hereunto affixed in

the presence of : -



Teresa Strange

From: Marianne Rossi
Sent: 30 March 2026 10:43
To: John Glover
Cc: Teresa Strange
Subject: RE: Fallen tree in grassed area next to Berryfield play area- Works done under delegated powers

Hi John,

Just an update for you about the fallen tree at Berryfield, as per my email last week our contractors went out and made safe. Upon inspection of the tree they advised it needed to be felled as soon as possible as there was internal decay going through the trunk and there was a concern that the rest of it would fall. Under 5.18 of the delegated powers we have instructed JH Jones to undertake this work at a cost of £ 1, 456.00 + VAT, which they are undertaking today.

The chippings from the tree are going to the Briansfield allotment car park to suppress the weeds around the car park.

We will report this at the next Full Council meeting, but just wanted to update you.

Best Wishes,
Marianne

Marianne Rossi
Finance and Amenities Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place
Melksham
SN12 6ES
01225 705700
www.melkshamwithout-pc.gov.uk

Want to keep in touch?

Follow us on facebook: [Melksham Without Parish Council](#) or [Teresa Strange \(Clerk\)](#) for additional community news

On twitter: [@melkshamwithout](#)

On Instagram: [melkshamwithoutpc](#)

This email and any attachments to it are intended solely for the use of the individual(s) to whom it is addressed. If you are not the intended recipient of this email, please forward it to admin@melkshamwithout-pc.gov.uk. Please be aware that information contained in this email may be confidential and that any use you make of it which breaches the common law protection may leave you personally liable. Our privacy notice can be found [HERE](#). We do not guarantee that any email is free of viruses or other malware.

From: Marianne Rossi

Sent: 26 March 2026 13:28

To: John Glover <john.glover@melkshamwithout-pc.gov.uk>

Cc: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>

Subject: Fallen tree in grassed area next to Berryfield play area- Works done under delegated powers

Hi John (as Chairman of the Council),

Just to make you aware that a tree on the grassed area next to Berryfield Play Area (on parish council owned land) fell in the strong winds yesterday. I have contacted JH Jones (as the parish council's approved contractor) to clear the debris and make the area safe, which has been done under 5.18 of the delegated powers: *'In cases of serious risk to the delivery of council services or health and safety of councillors, staff and residents ,, the clerk may authorise expenditure of up to £2,000 excluding VAT on repair, replacement or other work that in their judgement is necessary, whether or not there is any budget for such expenditure. The Clerk shall report such action to the Chair as soon as possible and to the council as soon as practicable thereafter.'* This will be reported at the next Full Council meeting, but as per the financial regs, I just wanted to let you know.



Best Wishes,
Marianne

Marianne Rossi
Finance and Amenities Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place
Melksham



TAX INVOICE

Melksham Without Parish Council
Attention: Marianne Rossi, Finance & Amenities Officer,
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place
Melksham
Wiltshire
SN12 6ES

Invoice Date
2 Apr 2026

Invoice Number
INV-5935

Reference
Tree Fell

VAT Number
923424246

J H Jones & Sons Limited
Park Farm
Bath Road
Atworth, Melksham
Wiltshire

Description	Quantity	Unit Price	VAT	Amount GBP
Reference - Tree Fell	1.00	1,456.00	20%	1,456.00
To fell the tree and remove all the arisings as per quotation To deliver chippings to allocated site as requested				
			Subtotal	1,456.00
			TOTAL VAT 20%	291.20
			TOTAL GBP	1,747.20

Due Date: 16 Apr 2026

BACS payments:
Account Name : J H JONES & SONS LIMITED
Account Number: 93085376
Sort Code : 20-05-06

PAYMENT ADVICE

To: J H Jones & Sons Limited
Park Farm
Bath Road
Atworth, Melksham
Wiltshire

Customer Melksham Without Parish Council
Invoice Number INV-5935
Amount Due **1,747.20**
Due Date 16 Apr 2026
Amount Enclosed _____

Enter the amount you are paying above

local help from a national company

www.completeweedcontrol.co.uk

quotation

Ms Teresa Strange
Melksham Without Parish Council
Sports Pavilion
Westinghouse Way Bowerhill
MELKSHAM
Wilts
SN12 6TL

Quotation Number	NWX12722	Date	01/04/2026
-------------------------	----------	-------------	------------

To supply and apply chemical control to paths etc Shaw Whitley Beanacre Berryfield
To spray off linking footpaths in the residential areas of Bowerhill
To spray the footway on the A365 past Melksham Oak Community School until you reach the turning of Redstocks
To spot weed spray amongst planted shrubs Bowerhill Sports Pavillion & spray carpark area
To spray in and around the bus shelters in the Parish (19no)
To spray Allotment Carpark Berryfield
To include Bowerhill Roads at extra cost
We include industrial estate at extra cost
To spray inside of play areas Berryfield, Kestrel Court (in Bowerhill) Shaw, Hornchurch Road (in Bowerhill) and Beanacre at extra cost £20 plus VAT per play area x 5
**Exclude the stretch from the police station to the canal bridge on the old Semington Road as this is a bee route **
1 application 2026 (2nd application possibly TBA later in year)

Site	Description	Applications	Price Per Application	Total
All areas as described	weed control	1	£1,075.00	£1,075.00
Bowerhill Roads	weed control	1	£380.00	£380.00
industrial estate	weed control	1	£247.00	£247.00
All areas as described	play areas	1	£105.00	£105.00
Sub Total				£1,807.00
Standard VAT at 20.00%				£361.40
Grand Total				£2,168.40

This quotation is valid for a period of 30 days from 01/04/2026
We undertake to offer further treatment free of charge to any area where it is agreed at a joint inspection that a satisfactory initial treatment in accordance with this quotation has not been achieved providing that notification of defect is given within 30 days of initial completion, or 90 days in the case of total/residual herbicides.
The specific control of grass and weed growth cannot be guaranteed due to varying seasonal temperatures and rainfall affecting the overall result.

Customer Acceptance

01454 415 921 07836 345 154 north.wessex@completeweedcontrol.co.uk www.completeweedcontrol.co.uk

Complete Weed Control (North Wessex) Ltd. Registered in England and Wales. Company No: 4056365. VAT No: 762339520
1st Floor, 25 King Street, Bristol, BS1 4PB Office: Unit 4, The Rearing Site, Oldbury Lane, Oldbury on Severn, BS35 1RF



local help from a national company

www.completeweedcontrol.co.uk

quotation

For acceptance of this quotation please fill in and return to Complete Weed Control at the address below.

Signature		Date	
Order Number		Grand Total	

01454 415 921 07836 345 154 north.wessex@completeweedcontrol.co.uk www.completeweedcontrol.co.uk

Complete Weed Control (North Wessex) Ltd. Registered in England and Wales. Company No: 4056365. VAT No: 762339520
 1st Floor, 25 King Street, Bristol, BS1 4PB Office: Unit 4, The Rearing Site, Oldbury Lane, Oldbury on Severn, BS35 1RF



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quotation

Terms and Conditions of Contract

The following terms and conditions apply to and are incorporated into any agreement, unless expressly modified or excluded in writing and signed by the Contractor.

1. THE SCOPE OF THE WORK:

1.1 The Contractor shall carry out and complete the work described in the contract documents in a good and workmanlike manner. He shall have no obligation to execute any further work unless otherwise agreed in writing between the parties. If there shall be any discrepancy between any specification and any drawing the description contained in the specification shall prevail over the drawing.

1.2 The contract documents shall include the quotation, the specification, plans and drawings and any other document referred to in said quotation. No qualification in any acceptance issued by the Client shall form part of the contract unless specifically agreed to in writing by the Contractor.

1.3 The Client is responsible for obtaining any necessary planning permission for the works and for fulfilling statutory requirements including Water Board approval where necessary.

2. QUOTATION:

2.1 The Quotation is at a fixed price which shall remain open for acceptance within 30 days of the date shown and thereafter lapses automatically.

2.2 The Contractor also reserves the right to increase the contract sum should the date for completion of the contract become impossible to attain for reasons wholly or partly beyond his control.

2.3 Acceptance of the Contractor's quotation involves acceptance of these terms and conditions and of the contract documents, and will lead to a binding contract between the parties. It should be noted by the Client that any attempted or any actual cancellation thereof by the Client may involve the Client in a claim for recovery by the Contractor of any loss or expense incurred as a result, including a claim for a loss of profit.

3. PAYMENT:

3.1 The Client agrees that he will pay to the Contractor the contract sum together with any Value Added Tax properly chargeable upon the contract sum.

3.2 All accounts are net and do not provide for any discounts or retentions, also, payment by credit card is not accepted.

3.3 Unless otherwise stated accounts are payable immediately on receipt of invoice.

3.4 Interest will be charged from the due date of payment of all invoices at 2% per month until actual payment is received.

4. THE SITE:

4.1 The Client warrants that the site is free from springs, flooding, covered wells or other cavities, or other hazards including radiation or obstructions which are not discoverable upon visual inspection of the surface of the site or made known in writing by the Client to the Contractor prior to the date upon which the Contractor submits the quotation overleaf. If the Client breaches the above warranty, the Contractor shall be entitled to make a reasonable charge for all additional work necessarily and properly executed by the Contractor as a result.

5. DELAY/DISRUPTION:

5.1 Unless otherwise agreed, the Contractor undertakes to use all reasonable endeavours to complete the works within a reasonable time or, if a specific date for completion is agreed, by that date, but under no circumstances shall the Contractor incur any liability to the Client for any untimely performance unless a figure for liquidated and ascertained damages is specifically agreed

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and quoted overleaf especially if access to the site is prevented due to other works or delays in completing other work.

5.2 In the event that the Contractor is unable to perform or complete performance of the contract due to any act of God, war, strike, governmental action, regulation, restriction or order, flood, tempest or other cause (whether or not of a similar nature) beyond the reasonable control of the Contractor then the Contractor may (during the continuance of such contingency) by written notice terminate the contract without liability to either party other than for work done and materials used.

6. MATERIALS ON SITE:

6.1 Material delivered to site become the responsibility of the Client, and the Contractor accepts no responsibility for loss, damage or expense after delivery of the materials to site for any reason, including pilfering while materials are on site during the course of the contract works, where such losses are beyond the Contractor's reasonable control.

6.2 All materials brought on site by the Contractor which prove to be in excess of his requirements shall remain the property of and shall be removable by the Contractor who shall have the right to enter the site for that purpose.

7. COMPLIANCE WITH LAWS:

7.1 The Contractor will comply with all applicable statutory legislation including the Food & Environment Protection Act 1985 the Control of Pesticides Regulations and the Health and Safety at Work Act (1974) in force at the time. The Contractor does not accept responsibility for the posting of warning signs nor warning of neighbours where this may be a requirement and under the terms of this contract this responsibility must pass to the Client and will indemnify the Contractor against any claims occurring as a result of failure to take such action.

7.2 The Contractor shall not in any circumstances be responsible for any economic loss or other indirect or consequential loss, damage or expense whatsoever, howsoever caused or occasioned, unless such loss, damage or expense shall have resulted directly from death or personal injury caused by the Contractors negligence.

8. WARRANTIES:

8.1 The Contractor will undertake further treatment free of charge to any areas where it is agreed at a joint inspection that a satisfactory initial treatment in accordance with the terms of the contract have not been achieved providing that notification of defect is given within 90 days of initial completion. 8.2 Due to variations in seasonal temperatures and rainfall the specific control of grass and hedge growth is not guaranteed. Where a failure to achieve a reasonable degree of control is due to poor workmanship the Contractor will undertake to carry out a further treatment.

9. DISPUTES:

9.1 In the event of any dispute or difference between the Client and the Contractor arising during the progress of the works, or after completion or abandonment thereof in regard to any matter or thing whatsoever arising out of this contract or in connection therewith, the said dispute or difference shall be and is hereby referred to the arbitration of such person as the parties may agree to appoint as Arbiter/Arbitrator or failing agreement within fourteen days after either party has given to the other written notice to concur in the appointment of an Arbiter/Arbitrator as may be appointed by the National Chairman of the National Association of Agricultural Contractors (NAAC) Arbitration proceedings shall be deemed to have been instituted on the date on which said written notice has been given. The Arbiter/Arbitrator shall be entitled to remuneration and reimbursement of his outlays. This contract shall be regarded as a English Contract and shall be construed and the rights of parties and all matters arising hereunder determined in all respects according to the Law of England and Wales unless this contract is made by the Contractor in Scotland when it shall be regarded as a Scottish contract and all matters determined accordingly under Scottish Law.

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Fiona Dey

From: Teresa Strange
Sent: 28 March 2026 14:26
To: nicole turk
Cc: Peter Richardson; John Doel; Tony Hemmings; Chris Griffiths; Fiona Dey; Marianne Rossi
Subject: RE: Request for a Children's Play Park in Whitley, Melksham
Categories: Full council

Hi Nicole
Sorry for the delay in replying to you, I had some unplanned leave over the last week.
I have put my answers to you below.
With kind regards, Teresa

Teresa Strange
Clerk & Responsible Financial Officer
Melksham Without Parish Council
First Floor
Melksham Community Campus
Market Place, Melksham
Wiltshire, SN12 6ES
01225 705700
www.melkshamwithout-pc.gov.uk

Wellbeing Statement I may send emails outside office hours but never with any expectation of response. Please just get back to me when you can within your own working hours. Thank you.

Want to keep in touch?

Follow us on facebook: [Melksham Without Parish Council](#) or [Teresa Strange \(Clerk\)](#) for additional community news

On X: [@melkshamwithout](#)

On Instagram: [melkshamwithoutpc](#)

On LinkedIn: [Melksham Without Parish Council](#)

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We do not guarantee that any email is free of viruses or other malware.

From: nicole turk <[REDACTED]>
Sent: 19 March 2026 10:29

To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Request for a Children's Play Park in Whitley, Melksham

Dear Parish Clerk and Councillors,

I am a resident of Whitley and I am writing to ask whether there are any plans to install a children's play park in the village.

At the moment, the closest play area for many families here is in Shaw, which is quite far for younger children and SEND children to walk to and is also close to a busy main road. This makes it difficult for local families to safely access somewhere nearby for children to play. **The parish council are working on a scheme to improve the access from Corsham Road to the rear of Shaw Playing Field, to put in a more direct route from the Right of Way through EverGreen to cut off the corner of the playing field and avoid the mud and the cows.**

There is also currently no youth club in Whitley, and the one in Atworth appears to be closed more than open due to staffing issues. This means children and young people in the area have very limited safe places locally to socialise or be active. **The parish council have funded the youth club in Atworth in past years as they know residents of Melksham Without use it.**

Whitley has a growing number of families, and having a small, safe play area within the village would make a big difference to local children and parents. It would also help support the community and provide a positive space for young people.

Could you please let me know:

If there are any current plans for a play area in Whitley? **There is a current planning application in Whitley for the land at Middle Farm, the corner of Corsham Road and Westlands Lane. This is for 22 houses and shows a play area. The Melksham Neighbourhood Plan 2 allocates 55 dwellings here, and the illustrative master plan shows 2 play areas, one in each of the phases. Securing play equipment is to be determined.**

Whether there is funding available (such as CIL or community funding) that could support this? **The parish council, and local community group CAWS (Community Action: Whitley and Shaw) are holding a list of proposed community benefit projects for when they are in discussions with cable route contractors and closeby solar farm developments, the parish council can consider adding this to the list. The parish council does have some CIL funding to come from future housing developments, and some that has been held until now for joint projects with the town council. The budget for the next financial year, starting 1st April next week, utilises the CIL they have to date. Whilst CIL can be spend anywhere in the parish, its noted that this funding has come from the developments in the south west (Berryfield and Bowerhill).**

What the process would be for residents to request or support a project like this? **I will take this email as an initial request, and put on the agenda for the next parish council meeting on Monday 20th April, for it to be considered. You are most welcome to come to speak to that item, in the public participation section. We will send the agenda nearer the time, but for your diary, the meeting will be at the parish council's offices on the first floor of the Community Campus, and at 7pm.**

If there is any parish-owned land or open space within Whitley that could be considered for a small play area? **The parish council did have plans for a "pocket park" some years ago, and was in negotiation on the land next to the Pear Tree, from memory it didn't proceed because the pub owner/landowner at the time didn't want a play area there. There isn't any public space that I am**

aware of. Ever Green, the bit between Shaw and Whitley has been bought privately but they are letting the public access it. Some long term security of land would be needed for investment in play equipment I would think.

Thank you for your time and for everything you do for the local community. Thank you, I hope that gives you an initial answer. I am off now until after Easter, but happy to discuss further when I come back. I have copied this email to the councillors who cover Whitley for their information and my colleagues in the office.

Kind regards,
Nicole Turk

Briefing Note No. 26-03 Town and Parish

Service Devolution & Asset Transfer Policy – revision

Service : Assets
Further Enquiries to: Mike Dawson
Date Prepared: 23/03/2026
Direct Line / Email: mike.dawson@wiltshire.gov.uk

Wiltshire Council introduced the Service Devolution & Asset Transfer (SDAT) Policy in November 2018, with a revision approved by Cabinet in September 2022.

In October 2025, the council adopted Our Wiltshire Plan 2025-2035 and the Asset Management Strategy 2025-2035, with it being prudent to ensure the SDAT Policy aligns with these. A revised policy has been drafted and included for reference.

The changes made in the policy reflect the experience of councils in previous SDAT packages and comments made to Wiltshire Council regarding flexibility of the existing policy. The revisions are intended to provide controlled degrees of flexibility and encourage further town councils to engage in the process.

The approach to service devolution has not changed with the desire from Wiltshire Council to devolve the whole suite of services within the town boundary, but flexibility has been introduced. In addition, the opportunity for asset conversations have been widened.

The ask of town and parish councils

Wiltshire Council is seeking informal views on the draft policy to gain an understanding of how the new policy, if adopted, would be received.

On the basis this is seeking informal views, we are not seeking town or parish councils to obtain formal resolutions from their respective committees.

The intention is for the new policy to be presented to Cabinet on 28 April 2026, allowing time for feedback from town and parish councils to be reflected. The feedback will be summarised in the report, with councils not individually identified.

Deadline now extended to 1st May to allow time for parish and town councils to feedback
To meet Wiltshire Council's democratic timescales, feedback is being sought via the survey link below which will close at 5pm on Friday 10 April. Due to the relatively

short turnaround time, there will not be an opportunity to hold formal meetings with town or parish council between the close of survey and the Cabinet meeting.

[Service Devolution & Asset Transfer policy engagement](#)

Changes proposed

A summary of the policy changes and reasons behind these are detailed below:

Services change: Specific services may be delegated, such as cleansing activities in line with the Code of Practice for Litter and Refuse, soft grounds-maintenance functions, or other amenity-service provisions such as weed treatment

Reason:

- Recognition that it may not be viable for town and parish council to operate all services.

Services change: The defined geographical areas for services can be defined, provided clearly delineated.

Reason:

- Recognition that it may not be viable for town and parish council to operate services within the whole town or parish boundary.

Assets change: The policy retains the opportunity for a single conversation **and** introduces a timescale for repeat negotiations; creating with a further opportunity six years after transfer.

Reasons:

- To encourage an initial single conversation whilst retaining the option of further discussions.
- Allows for towns that have been through the process to discuss any assets that did not originally transfer.
- Wiltshire Council resources to be used efficiently and not get involved in piecemeal transfers.

Assets change: Single or group asset transfer requests are permitted in this policy, allowing for a case-by-case business decision to be made.

Reasons:

- Opportunity to consider alternate operational models for service-based assets, involving town councils.
- Allows for towns to discuss assets that would be better delivered locally, including where they were not including in any historic package/transfer.

Assets change: In respect of SDAT packages, the opportunity for income producing assets has been included, subject to a (shorter) exemption list. The need to consider strategic reasons for retaining land remains.

Reason:

- Opportunity to offset the costs to be incurred by town or parish councils associated with service-based assets.

Assets change: A reducing financial contribution over a period of three years will be offered in certain circumstances.

Reason:

- Opportunity to offset the costs to be incurred by town or parish councils associated with service-based assets.

Note: Parish Council asset transfers not affected by the revisions, with the Cabinet approval in November 2018 remaining in effect. This resolution allows for up to 10 assets to be transferred provided they are of nominal value.

Service Devolution and Asset Transfer Policy

Contents

1. Introduction
2. Background
3. Service Devolution and Asset Transfer
 - 3.3 Service Delegation
 - 3.4 Freehold Asset Transfer
4. Appendices

This policy can be made available in a range of accessible formats if required.

DRAFT

1. Introduction

- 1.1. Wiltshire is a thriving county with a rich and diverse heritage. We are home to half a million people with around half of the population living in towns and villages with fewer than 10,000 residents. This policy recognises that Wiltshire Council cannot achieve everything in isolation; we need to work ever more closely with our partners and stakeholders.
- 1.2. Our strong and cohesive communities continue to be some of our proudest achievements. The way we look out for each other and handle the challenges we have faced together is what makes our beautiful county the best place to live, work and raise a family.
- 1.3. At the centre of Our Wiltshire Plan 2025-2035 is the empowerment of local communities and this policy is intended to be a method of delivering this.
- 1.4. It enhances the role of Town and Parish councils; enables the use of buildings to be modified to embrace local needs; the ability to seek and secure additional resources from sources not available to Wiltshire Council to do so as well as the ability to deliver and modify services to match the needs and expectations of local communities.
- 1.5. This Policy creates the framework for service devolution and asset transfers to Town and Parish councils.
- 1.6. Single asset transfers to community groups as facilitated by Community Area Boards will continue to be managed by the approved Community Asset Transfer Policy July 2011.

2. Background

- 2.1. Wiltshire Council will promote and facilitate the devolution of appropriate services and transfer of associated assets (by way of freehold or long leasehold) to Town and Parish councils where it is more appropriate for those assets and services to be delivered by third-tier Local Government.
- 2.2. The devolution of services will seek to take a pragmatic approach to provide the local community with the ability to influence the level of service it feels is appropriate and to meet their individual needs.
- 2.3. This policy sets out Wiltshire Council's approach to service devolution and asset transfers to Town and Parish councils, reflecting significant legislative requirements, summarised in Appendix 1.
- 2.4. Wiltshire Council has responsibility for land and buildings through various means:
 - 2.4.1. Owned assets – Wiltshire Council hold either a freehold interest or long lease (usually in excess of 100 years) of the asset;
 - 2.4.2. Dedicated assets – Wiltshire Council has responsibility to maintain land due to a historical contractual obligation but does not have the freehold ownership, for example areas of public open space or play areas under planning agreements;
or

2.4.3. Statutory responsibility – Wiltshire Council has the responsibility for maintaining assets and providing services under legislation, for example highway land or closed burial grounds.

2.5. The disposal of assets by Wiltshire Council can be by either:

2.5.1. Market sales – where “best consideration” is obtained, widely interpreted as the best price/market value (as required under s123 of Local Government Act); or

2.5.2. Disposal at less than best consideration – this could either be a transfer for a nominal sum or reduced purchase price but will certainly be lower than the market value. Justification for such a disposal is needed via other socio-economic wellbeing purposes.

3. Service Devolution and Asset Transfers

3.1. The Service Devolution and Asset Transfer package to prospective Town and Parish councils will differ depending on the services provided and the assets held, however the following principles will be applied initially with any additional elements considered on a case by case basis:

3.1.1. Services to be devolved include:

- All Streetscene services within the boundary of the Town/Parish boundary.
- OR**
- An individual service or combination of services from the list below defined either by the Town/Parish boundary or a defined area:
 - Amenity Maintenance – Grounds, trees and vegetation on identified land to include weeds
 - Cleansing – Councils compliance to Code of Practice for Litter and Refuse (CoPLaR) including weeds and dead animal removal Play areas
 - Monuments
 - Parks and Open Spaces
 - Public Conveniences

3.1.2. Assets to be transferred will be the choice of the respective Town or Parish council but be largely based on non-statutory provisions of Wiltshire Council:

- Play areas
- Monuments
- Parks and Open Spaces
- Cemeteries
- Community facilities
- Leisure centres
- Any area for which section 106 monies are held
- Any other assets which are not covered by the exemption criteria in Appendix 2

3.2. The packages will be managed in two ways:

3.2.1 **Service delegation agreement** – transfer of responsibility for delivering services currently performed by Wiltshire Council where Wiltshire Council only has dedicated or statutory responsibility (see 2.4.2 & 2.4.3 above), as there is no asset to transfer.

3.2.2 There may also be strategic reasons for Wiltshire Council to retain ownership of

an asset but are willing to transfer responsibility to provide services. Wiltshire Council will consider the transfer of both statutory and discretionary services; although where statutory services have transferred the ultimate responsibility will remain with Wiltshire Council.

3.2.3 **Freehold transfer** – transfer of total ownership of the service-related assets, subject to certain exceptions. In some cases, a freehold transfer of the assets to Town and Parish councils may not be acceptable to Wiltshire Council due to:

- adjoining / surrounding land not being transferred; and/or
- potential for redevelopment, either with or without Wiltshire Council land, and/or
- historic and/or complex land issues which would make a freehold transfer resource prohibitive to both Wiltshire Council and the Town/Parish Council.

In these cases, (where Wiltshire Council owns the freehold) Wiltshire Council will grant a fixed term tenancy of 7 years (less 5 days) of the asset, subject to an appropriate break clause. (A lease of this length is exempt from s123 “best consideration” tests.)

3.3. Wiltshire Council own a large number of small non-strategic open space land parcels. These are most efficiently and effectively managed via a service delegation agreement only, as it is financially inefficient for both parties to arrange a freehold or long leasehold transfer. Should the Town/Parish council wish to have these legally transferred it will be the responsibility of that Town/Parish council to undertake all the required due diligence and fund all legal costs.

3.4. Service Delegation

3.4.1. Wiltshire Council recognises certain services can sometimes be more appropriately delivered by the local community in which they are required, and that service delegation of these services can be the most appropriate way to ensure this. Appendix 3 and 4 detail the services that can be delegated at a local level. These amenity services are cross cutting with Wiltshire Council, and the service delegation should ensure that the responsibility for delivery of services is transferred to the local Town/Parish.

3.4.2. The decision to delegate services to the Town/Parish council may form part of a package including freehold or leasehold transfers referred to in section 3.5 **or** the service delegation may be taken as a single package approach where either there may be reasons for Wiltshire Council to retain the freehold ownership or the town/parish council does not wish to take on the freeholds.

3.4.3. The delivery of services fall within two categories:

- (1) **Statutory services** – the transfer of service delivery is available but not full statutory responsibility. Wherever Wiltshire Council decides to transfer a statutory function, Wiltshire Council will retain ultimate responsibility for that function. However, responsibility for delivering the service may be transferred to a Town/Parish council under clear contractual arrangements. The Town/Parish council will then become responsible for the delivery of those services in accordance with the terms of the service delegation agreement. In view of Wiltshire Council’s underlying statutory responsibility, Wiltshire Council must be able to terminate the service delegation agreement at any time.

(2) **Discretionary services** – the transfer of full responsibility, including responsibility for delivery, for services can happen. This type of delegation can only apply where Wiltshire Council has a high degree of discretion about the provision of the service. Wiltshire Council will cease to be responsible and accountable for the delivery of these services. There is also no guarantee that Wiltshire Council would consider taking on responsibility or accountability for the service should a Town/Parish council wish to stop these services. A clear, written delegation must be made by Wiltshire Council and accepted by the Town/Parish council.

3.4.4. In some circumstances Wiltshire Council will only delegate services to Town/Parish councils rather than transfer assets. Examples of where a service delegation will only be appropriate include:

- (1) Wiltshire Council has a statutory obligation, such as highway or a housing authority to provide; or
- (2) Land maintained for the benefit of the community by Wiltshire Council but not owned by Wiltshire Council; or
- (3) Land where commuted sums for the maintenance have been paid to Wiltshire Council; or
- (4) Where there is only a small area of council owned land, which means the cost of the legal land transfer is prohibitive (negated where the local Town/Parish council are prepared to fund the transfer).

3.4.5. However, in the above cases a service delegation on those areas will allow the local Town/Parish to set the standard and deliver the Amenity Maintenance Services within a defined boundary.

3.4.6. Following the date of transfer Wiltshire Council will not be responsible for delivery of any of the services agreed in Appendix 3 and any Services in Appendix 4 within the defined boundary. The Town/Parish council will perform the services within the boundary indefinitely on and from the transfer date to the minimum standards required by any relevant legislation. The decision on enhancement to the legal minimum standard of provision of services will be delegated to the relevant Town/Parish council. The Town/Parish council would take responsibility for all consequences: financial, contractual, safety or otherwise for the services delivered and the management of the amenity assets and their services provided on the highway.

3.4.7. The delegation of services will not affect any rights Wiltshire Council may have to dispose of, transfer, assign, lease or otherwise deal with its amenity land in its capacity as freehold owner.

3.5. Asset Transfers

3.5.1. The preference for asset transfers is that all assets within the locally defined Town/Parish boundary are transferred at the same time, although the transfer either single or groups of assets will be considered.

3.5.2. Where not all assets are transferred to a particular town/parish, Wiltshire Council will not be obliged to facilitate any further transfers within a six year period.

3.5.3. The approach taken may differ depending on whether Town/Parish councils that

have already been through the Service Devolution and Asset Transfer Policy, including earlier versions:

- With a Service Devolution agreement – the opportunity to approach Wiltshire Council for the further transfer of assets; either single or a group.
- Without a Service Devolution agreement – the opportunity to approach Wiltshire Council for the further transfer of assets; either single, a group or all service-based.

3.5.4. In all cases the approach set out in paragraph 3.5.1 will apply.

3.5.5. It should be noted that asset transfers for Parish councils are governed by the Cabinet resolution of 27 November 2018, which will carry forward and remain relevant under this policy. This resolution allows for up to 10 assets to be transferred provided they are of nominal value. The time constraints specified in 3.5.1 regarding possible further transfers will apply.

3.5.6. The freehold transfer will be drafted on the following basis:

- (1) The transfer will not normally include a provision to offer the asset back to Wiltshire Council **if it is no longer needed for community use** (“the reverter”) unless there are compelling legal reasons for doing so.
- (2) If the transfer needs to contain the reverter, Wiltshire Council will not be under any obligation to accept an asset back. However, Wiltshire Council will need to assess at the time if there are strategic reasons that Wiltshire Council should take the asset back.
- (3) If Wiltshire Council decides to take an asset back it will be under no obligation to continue community use of the asset. If Wiltshire Council disposes of the asset at a future date there will be no requirement to provide any of the capital receipt to the Town/Parish council.
- (4) The transfer will include a provision for Town/Parish councils to pay 50% of the capital receipt to Wiltshire Council should they dispose of those assets for non-community uses to a third party.
- (5) In the case of community buildings and land, the permitted community use is defined in the standard lease or freehold transfer.

3.5.7. In some instances, transfer of the freehold would not be appropriate due to adjoining or neighbouring assets. In these instances, 125 year leases will be granted with a break clause for Wiltshire Council to regain the asset should either disposal or redevelopment of the wider area is being considered.

4. Financial considerations

4.1. Income producing assets as listed in Appendix 2 remain excluded from any service devolution and asset transfer packages.

4.2. Any service devolution and/or asset transfer must be in the best financial interest of Wiltshire Council and generate a saving in costs to Wiltshire Council.

4.3. Transferring services and assets to town/parish councils placed a financial burden on

them, and to support this transition an element of financial support could be considered in the SDAT package.

4.4. A reducing financial contribution will be provided in the following circumstances:

- All services within the entire town/parish boundary are being devolved, either with or without assets.
- Where all assets within the entire town/parish boundary are being transferred.
- Where single or groups of assets are being transferred, where a service devolution agreement exists.

4.5. The financial contribution will be based on the revenue savings generated by Wiltshire Council, being 15% in Year 1, 10% in Year 2 and 5% in Year 3. This contribution will not take into account any future / potential cost liability.

4.6. Wiltshire Council will not undertake major or capital works to any assets being considered for transfer; due to potential design and defect liability complications.

5. Governance

5.1. Following agreement with the Town/Parish council, the service devolution and asset transfer package will be presented to Wiltshire Council's Cabinet for a resolution.

5.2. Single or group asset transfers to Town councils will be presented to Wiltshire Council's Cabinet for a resolution.

5.3. Once Cabinet has made a resolution, officers will be delegated to complete the necessary documentation, including any minor amendments to the terms within.

6. Appendices

1. Relevant Legislation
2. Exempt Assets
3. Soft Maintenance Services for devolution
4. Hard Maintenance Services for devolution

Appendix 1 - Relevant Legislation

Local Government Act 1972 (“1972 Act”) – s123 sets out that local authorities must obtain “best consideration” for all disposals, and s101 allows a local authority to delegate certain functions to another local authority (subject to express provisions in the 1972 Act and subsequent legislation).

Local Government Act 1972: General Disposal Consent 2003 (“General Consent Order”) - gives permission for Councils to disposal at less than best consideration provided the value forgone is less than £2m (in capital terms) and the transaction benefits the economic, social or environmental well-being of the area. If the value forgone is greater than £2m approval from the Secretary of State is required.

Local Government Finance Act [1988]

RICS Valuation - Professional Standards (“Red Book”) – defines market value when considering the price obtained from a disposal

Localism Act 2011 – introduced the concept of local communities taking more control of assets in their area.

Public Contracts Regulations 2015 - ensure that public spending on goods, services and works is subject to EU procurement rules. Pure land transactions are exempt from EU procurement rules, but the rules may apply where specified services are provided in exchange for receipt of an asset.

European Commission’s State Aid Rules – may apply to any use of public money and resources which is not subject to EU procurement rules (e.g. asset transfers and grant awards). These rules are intended to avoid state aided subsidies which could distort competition and affect trade between member states.

Transfer of employees: TUPE - There are two different types of transfer of employees under the Transfer of Undertakings (Protection of Employment) Regulations 2006 (TUPE) – Service Provision Change or a Transfer of Whole or Part of an Undertaking

Appendix 2 – Exempt Assets

The types and nature of assets and or services that will transfer are set out in the policy. The Transfer of property assets are likely to be associated with transfers of services, where agreed between the parties.

Assets that are exempt for transfer or devolution through this policy are:

Assets held for investment purposes - both assets that generate an immediate net income to Wiltshire Council and those held for future capital realisations
Assets of a rural nature - given Wiltshire Council's roles as a Small Holdings authority
Assets held with Wiltshire Council's Housing Revenue Account (HRA) - utilised to deliver the statutory housing functions
Vacant land or buildings that can generate a capital receipt in excess of de-minimus level for capital accounting purposes - with capital receipts required to fund the capital programme of Wiltshire Council
Land held for future development of Wiltshire Council or partner schemes, or of strategic importance - as it would not be financially prudent to devolve the land and be required to repurchase in the future
Education and statutory early years premises - due to Wiltshire Council's roles as a Local Authority for education purposes

APPENDIX 3

Soft Maintenance Services		
Task	Comment	Conditions
Litter Picking	<ul style="list-style-type: none"> • Litter examples include: • Dead animals (road kill) • Dog/ animal faeces • Cigarette waste & cigarette packets • Beverage and drinks containers • Food containers or utensils • Publications, magazines and newspapers • Shopping and other bags • Illegal deposits of bagged commercial and household waste which shall be cleared as fly tipping, see further below • Removal of pigeon droppings from pathways and footways • Removal of fallen branches, wood, metal and plastic objects • Removal of leaf and blossom falls to an approved programme • Other similar waste types up to 1 cubic meter 	Must be carried out on both Amenity Land and the Highway
Emptying of Litter Bins		Must be carried out on both Amenity Land and the Highway
Removal of Dead Animals on the Highway		Must be carried out on both Amenity Land and the Highway
Removal of Fly Tipping (but no enforcement related tasks)		Must be carried out on both Amenity Land and the Highway

Removal of Fly Posting (but no enforcement related tasks)		Must be carried out on both Amenity Land and the Highway
Graffiti Removal (but no enforcement related tasks)		Must be carried out on both Amenity Land and the Highway
Shopping Trolley Removal (but no enforcement related tasks)		Must be carried out on both Amenity Land and the Highway
Leaf Clearance		Must be carried out on both Amenity Land and the Highway
Balancing ponds, amenity footpaths, Streetscene assets and water courses	Monitor the condition and highlight any health and safety concerns on amenity footpaths, ponds, ditches and any amenity asset and effect their reasonable repair	Must be carried out on Amenity Land
Park and Highway Furniture	Monitor the condition of the furniture and highlight any health and safety concerns and effect their reasonable repair/replacement (subject on each occasion to WC's permission to repair/replace highway furniture)	Must be carried out on both Amenity Land and the Highway. WC's prior written permission must be given in respect of repairing and replacing Highway furniture.
Grounds Maintenance	Shrub Bed Maintenance, Maintenance of Shelterbelt / Plantation Areas / Hedge Maintenance / Tree / Herbaceous Borders and any soft area maintenance.	Must be carried out on Amenity Land and the Highway. WC's consent to maintain the verges of the Highway is hereby given.

Grass Maintenance	<ul style="list-style-type: none"> • Sheltered Housing Schemes • High amenity areas • General grass areas • Low Amenity areas • Highway verge areas • Rough grass areas • Flail grass areas • Wild flower/conservation areas 	Must be carried out on the Amenity Land and the verges of the Highway. WC's consent to maintain the verges of the Highway is hereby given.
Sports Pitch Maintenance (Football and Rugby)		Must be carried out on Amenity Land
Cricket Pitch Maintenance		Must be carried out on Amenity Land
Countryside	Litter clearance and emptying of litter bins	Must be carried out on Amenity Land
Woodlands and Countryside Site	Scavenging and cleaning and/or maintenance	Must be carried out on Amenity Land
Play Areas, Multiple Use Games Areas (MUGA) and Skate Park Inspection and Maintenance		Must be carried out on Amenity Land

Allotments	General up keep and maintenance including: <ul style="list-style-type: none"> • Boundary fencing • Gates and Hedges • Tracks • Car parks • Grass areas and • Footpaths 	Must be carried out on Amenity Land (allotments)
Open Cemeteries	General up keep and maintenance including memorial testing	Must be carried out on Amenity Land (cemeteries)
Closed Churchyards	General up keep and maintenance including memorial testing	Must be carried out on Amenity Land (closed churchyards)
Car Parks and hard areas maintained by WC immediately prior to the Transfer Date	Maintenance of car parks – grounds and street cleaning (as per contract scope)	Must be carried out on Amenity Land and hard areas subject to the exclusions in Column 1
Centre Litter Picking and Sweeping		Must be carried out on Amenity Land and the Highway
Weed Control (amenity hard areas and highways)	Responsibility for all weeds on the highways and service delegated areas	Must be carried out on Amenity Land and the Highway
Bus shelter maintenance	Litter collection and cleaning (graffiti, fly posting, moss etc. removal)	Must be carried out on Amenity Land and the Highway

Appendix 4

Hard Area Maintenance Services	
Type of Land	
<p>The public open space where the hard asset is managed is:</p>	<ul style="list-style-type: none"> <input type="checkbox"/> public gardens; <input type="checkbox"/> land used for the purposes of public recreation; <input type="checkbox"/> parks; <input type="checkbox"/> natural and semi-natural urban greenspaces <input type="checkbox"/> derelict open land; <input type="checkbox"/> sports pitches; <input type="checkbox"/> outdoor sports areas; <input type="checkbox"/> play provision; <input type="checkbox"/> amenity greenspace; <input type="checkbox"/> play areas; <input type="checkbox"/> skateboard parks; <input type="checkbox"/> outdoor basketball hoops; <input type="checkbox"/> and other more informal area (e.g. 'hanging out' areas, teenage shelters); <input type="checkbox"/> accessible countryside in urban fringe areas; <input type="checkbox"/> cemeteries; <input type="checkbox"/> closed churchyards.

<p>For the avoidance of doubt, hard asset management would not be delegated for:</p>	<ul style="list-style-type: none"><input type="checkbox"/> Play & Display Car Parks<input type="checkbox"/> Highway assets (without prior agreement – see below)<input type="checkbox"/> Campus or Hub areas<input type="checkbox"/> Housing Revenue Areas
<p>The concept of the delegation would be for hard asset maintenance to be as an asset transfer. As such anything on the asset and anything beneath (but not adopted assets) would become the responsibility of the local council. Hard assets would include: fences; walls; paths; lighting; seats; fixed equipment etc.</p>	

DRAFT

- **Dorset and Wiltshire Fire and Rescue Service**

The Area Board noted the video update in the agenda, in addition ACFO Darren Langdown and Jason Moncrieff provided a verbal update which covered the following points:

- An overview of the current situation faced by the service was outlined, with a deficit budget position faced, which had led to a proposal from the fire authority to approve the closure of 8 fire stations following public consultation.
- The consultation opened on 13 February 2026 and would run until 15 May 2026, with a QR code, link and further details included within the slide pack attached to the minutes.
- Reference was drawn to the notable interventions made by local MPs, who had been incredibly supportive of the Fire and Rescue Service.
- An overview of the recent savings and investments conducted by the authority was outlined as well as an overview of the funding to be provided by central government, which would still leave the service in a negative 2.4% position with the deficit set to further grow over three years.
- Detail was provided on the stations which would potentially be closed, with reference drawn to the criteria used to create a hierarchical list of the 50 stations, before 8 were identified for potential closure based on risk.
- The nearest station closing to Melksham was highlighted as the Bradford-on-Avon station.
- A 63-page document had been created which provided an overview of the process as well as the risk involved.
- Attendees were encouraged to complete the consultation, with it noted that 2,000 responses had been received so far and that on Thursday 16 April 2026 an online Q+A session was set to take place regarding the Bradford-on-Avon station.
- Following the meeting, Area Manager Jason Moncriegg provided the following links to be added to the minutes:
 - Link to service pages with more information [Dorset & Wiltshire Fire and Rescue Service | Proposed station closures](#)
 - Link to the summary leaflet <https://www.dwfire.org.uk/wp-content/uploads/2026/02/Consultation-Leaflet-WEB-Feb26.pdf>
 - Link to survey <https://emea.dcv.ms/ZnG3lfFyvP>
 - Link to all the detailed papers <https://www.dwfire.org.uk/fire-rescue-authority/meetings/fire-rescue-authority/>

After the verbal update, the following questions and points were raised including:

- It was questioned whether the upgrade to the substation at the Westlands Lane and the accumulative effect of battery storage had been considered as a risk within the proposals, to which it was outlined that had this been known at the time of the proposal it would have been included, though any concern should be raised through the consultation.
- An observation was made that four closures would take place in Dorset and four closures in Wiltshire but none in Swindon, to which clarity was provided that this was what the calculation proposed and the closures were based upon risk.



DORSET & WILTSHIRE
FIRE AND RESCUE
AUTHORITY

Fire Station Closure Consultation

**PUBLIC CONSULTATION
IS OPEN FROM:
Friday 13th February 2026
until Friday 15th May 2026**

This is your chance to have
your say about our proposals

INTRODUCTION

What we're proposing

We're suggesting to the community the possible closure of eight on-call* fire stations, four in Dorset and four in Wiltshire.

Your Fire and Rescue Authority is legally required to provide a fire and rescue service to the communities of Dorset and Wiltshire. We must continually scrutinise and review this service to make sure it works well, makes best use of public money and runs smoothly.

Why we're proposing it

We've been looking at information and data about all our fire stations. This helps us understand how busy they are, what risks they face and, for stations with on-call firefighters, how often fire engines are ready to go. Our initial analysis considered:

- the demand placed on stations by incidents,
- the community impact of fire station removal including;
 - the travel time to the next nearest Dorset & Wiltshire Fire and Rescue Service station,
 - proximity to a full time/wholetime duty station,
 - non-removal of two neighbouring stations.

Following this analysis, we shortlisted these eight stations:

- Bradford on Avon
- Charmouth
- Cranborne
- Hamworthy
- Maiden Newton
- Mere
- Ramsbury
- Wilton

* Firefighters at on-call fire stations live or work near to the station and respond when alerted

We used data from the last six years to consider:

- how busy the station is,
- how quickly and how often the station is able to respond to incidents,
- how could other fire engines nearby respond to these incidents,
- the financial impact of closing the fire station,
- existing and possible future risk in these communities,
- how we meet the changing needs of the community.

These proposals would save money and make sure we can still provide fire and rescue services across Dorset and Wiltshire, when you need us.

What this doesn't mean

We know closing fire stations might sound worrying and will not be a welcome decision for our communities. That's why we've looked very carefully at all the facts to make sure we're doing the right thing with the money and people we have. We understand you care about what this means for where you live. Before we make any decisions, we want to hear from you. Tell us what you think and if there's anything important that we might have missed.

We want your views on these proposals so that we can understand what is important to you, what our focus should be, and how we can meet our future financial challenges. The Authority has not yet decided on these proposals. Your feedback will help us decide what is best for Dorset & Wiltshire Fire and Rescue Service.

How you can have your say

The consultation is open from Friday 13th February until Friday 15th May 2026.

We will be holding public meetings in each affected town or village, to allow you to understand the data and impact of a closure and give us your thoughts. We'll also be holding online dial in sessions for each town or village. We have a consultation questionnaire which we'd encourage you to complete as well so we can collect all feedback.

Premier Advisory Group, an independent company, are supporting us with this public consultation. They will provide us with a report so we can review all the responses, before the Fire Authority makes the final decision at their meeting on Tuesday 30th June 2026.

FROM THE CHAIR AND CFO



Cllr Clare Weight
Chair of the Fire and Rescue Authority



Andy Cole QFSM
Chief Fire Officer

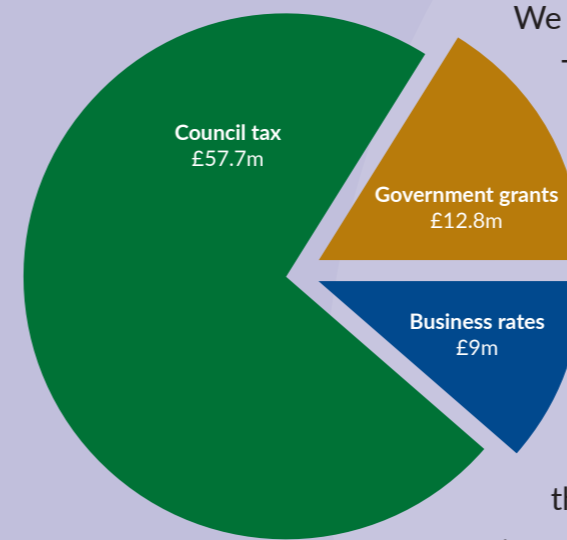
As Chair of the Fire and Rescue Authority and Chief Fire Officer, our first responsibility is to keep people safe. That means making sure we have the right people and equipment in the right places, and that we can afford to sustain that for the long term.

We are a large Service made up of a dedicated and professional workforce that provide our response across 50 fire stations. We have 36 on-call stations, four wholetime only stations, five wholetime stations with an on-call section and five day duty stations with an on-call section. We manage our resources 24 hours a day to get you what you need when you need it, that does not always mean it will be your local fire engine.

Changes have already been made across all parts of our Service to save money and match our resources to where our risks are. Since the combination of Dorset and Wiltshire Fire and Rescue Services in 2016, we have saved £15.1m. During 2024/25, we have saved nearly £1m through further efficiencies. We will continue to look at the service we provide across all of our communities as a whole.

The proposal to close fire stations is a matter for the Fire and Rescue Authority. Whilst nobody wants to make these difficult decisions, we must maintain a sustainable and safe fire and rescue service. Although these proposals will save us money, the data is also telling us it's the right thing to do.

OUR FINANCIAL POSITION



We have an annual budget of £79.5 million for 2026-27. This is made up of 16% grant from Government, 11% from business rates and 73% from council tax. Over time, government grant has not kept up with our costs, so a greater share of our budget now comes from council tax – it has increased from 63% to 73% since 2015-16.

At our most recent meeting, the Authority agreed to increase its share of the council tax by £5 or 5.44% for properties in Bournemouth, Christchurch and Poole, Dorset, Swindon, and Wiltshire. This equates to a Band D Council Tax of £96.95 in 2026-27 - just £1.86 a week. However, even with this increase, we recognise that we will have a budget deficit over the next three years:

- 2026-27: -£1.2m**
- 2027-28: -£1.5m**
- 2028-29: -£1.7m**

If we close all the eight proposed stations, we calculate a saving of £1.5m annually.



BRADFORD ON AVON FIRE STATION

About your station

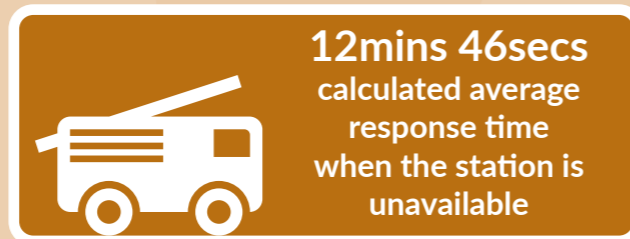
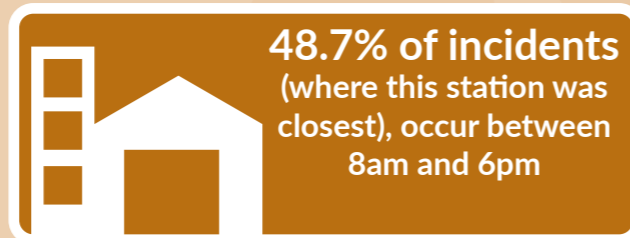


Your area



Bradford on Avon is a market town on the western edge of Wiltshire, close to Trowbridge and Melksham. The station area covers approximately 45 sq km. There are no significant future developments planned.

Current availability and response times

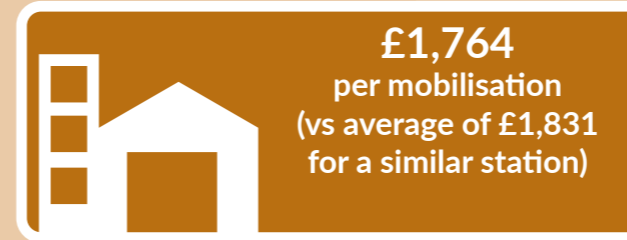


How often is my station needed?*



* Figures based on a yearly average taken over a five year period

Station costs

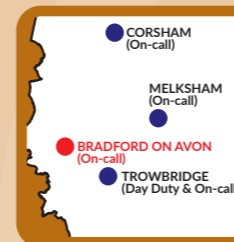


What changes if my station closes?



When the station is unavailable, or if it were to be closed, a fire engine from another station responds. At the moment this happens 67.75% of the time.

We currently use, and would continue to use, the nearest fire engines to Bradford on Avon. These are:



Trowbridge (2 fire engines) with 8 minutes travel time

Melksham (1 fire engine) with 16 minutes travel time

Corsham (1 fire engine) with 19 minutes travel time

Bath (Avon FRS) with 16 minutes travel time

Times based on normal road speed. This will be quicker using blue lights.

How to get involved

Join our public meetings:

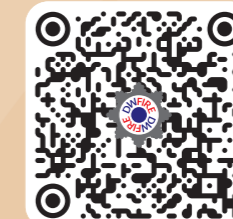
At United Church Hall, 10 St Margaret's Street, Bradford on Avon BA15 1DD

On Tuesday 3rd March, 6pm - 8pm or Wednesday 4th March, 10:30am - 12:30pm



Alternatively, join our online meeting on Thursday 16th April, 12pm - 1pm. Scan this QR code or

[click this link](#) in the pdf version of this document.



Let us know what you think by filling in our on-line survey. Scan the QR code to the left, or go to:

www.dwfire.org.uk/proposed-station-closures

CHARMOUTH FIRE STATION

About your station




1
fire engine



10
On-call Firefighters

Your area



3,511
population

Charmouth lies in southwest Dorset at the heart of the Lyme Bay coastline. The station area covers approximately 54 sq km and includes a dispersed rural community with a number of small villages and hamlets. There are no significant future developments planned.

Current availability and response times



93.41% availability



54.63% of incidents
(where this station was closest), occur between 8am and 6pm



11mins 5secs
calculated average response time when available



14mins 58secs
calculated average response time when the station is unavailable

How often is my station needed?*



41
incidents a year on station ground



28
actual incidents attended on station ground



27
additional mobilisations to support other incidents

* Figures based on a yearly average taken over a five year period

Station costs



£2,639
per mobilisation
(vs average of £1,831 for a similar station)



£233,455
annual saving if station closed

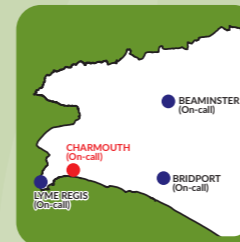
What changes if my station closes?



3mins 53secs
calculated average response time increase if the station is closed

When the station is unavailable, or if it were to be closed, a fire engine from another station responds. At the moment this happens 6.59% of the time.

We currently use, and would continue to use, the nearest fire engines to Charmouth. These are:



- Lyme Regis** (1 fire engine) with 11 minutes travel time
- Bridport** (2 fire engines) with 14 minutes travel time
- Beaminster** (1 fire engine) with 27 minutes travel time

Times based on normal road speed. This will be quicker using blue lights.

How to get involved

Join our public meetings:

At St Andrew's Community Hall, Lower Sea Lane, Charmouth DT6 6LH

On Tuesday 14th April, 6:30pm – 8:30pm or Wednesday 15th April, 11am – 1pm



Alternatively, join our online meeting on Thursday 23rd April, 12pm - 1pm. Scan this QR code or

[click this link](#) in the pdf version of this document.



Let us know what you think by filling in our on-line survey. Scan the QR code to the left, or go to:

www.dwfire.org.uk/proposed-station-closures

CRANBORNE FIRE STATION

About your station

1 fire engine
1 4x4

6 On-call Firefighters

Your area

4,702 population

Cranborne is an agricultural village near to the Dorset/ Hampshire border, halfway between Salisbury and Poole. The station area covers approximately 98 sq km and includes a number of small villages. There are no significant future developments planned.

Current availability and response times

39.7% availability (mostly weekday evenings)

57.89% of incidents (where this station was closest), occur between 8am and 6pm

15mins 23secs calculated average response time when available

19mins 42secs calculated average response time when the station is unavailable

How often is my station needed?*

38 incidents a year on station ground

17 actual incidents attended on station ground

26 additional mobilisations to support other incidents

* Figures based on a yearly average taken over a five year period

Station costs

£2,851 per mobilisation (vs average of £1,831 for a similar station)

£174,015 annual saving if station closed

What changes if my station closes?

4mins 19secs calculated average response time increase if the station is closed

When the station is unavailable, or if it were to be closed, a fire engine from another station responds. At the moment this happens 60.3% of the time.

We currently use, and would continue to use, the nearest fire engines to Cranborne. These are:



- Verwood (1 fire engine) with 8 minutes travel time
 - Wimborne (2 fire engines) with 15 minutes travel time
 - Blandford (2 fire engines) with 21 minutes travel time
 - Fordingbridge (Hants & IOW FRS) with 13 minutes travel time
- Times based on normal road speed. This will be quicker using blue lights.

How to get involved

Join our public meetings:

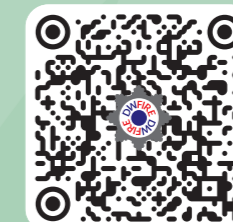
At Cecil Memorial Hall, Water Street, Cranborne BH21 5QB

On Wednesday 11th March, 11:30am - 1:30pm or Thursday 12th March, 7:30pm - 9:30pm



Alternatively, join our online meeting on Tuesday 21st April, 6pm - 7pm. Scan this QR code or

[click this link](#) in the pdf version of this document.



Let us know what you think by filling in our on-line survey. Scan the QR code to the left, or go to:

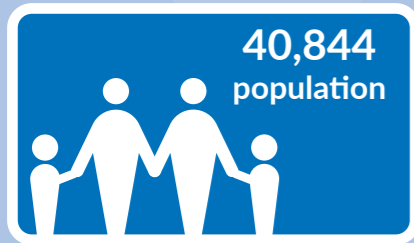
www.dwfire.org.uk/proposed-station-closures

HAMWORTHY FIRE STATION

About your station



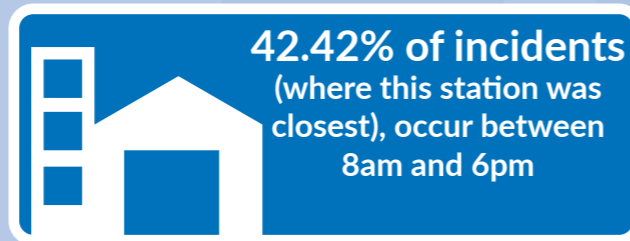
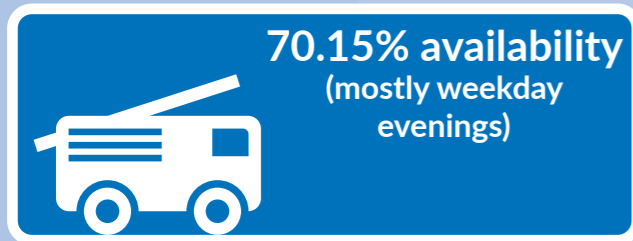
Your area



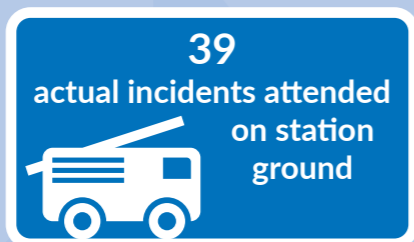
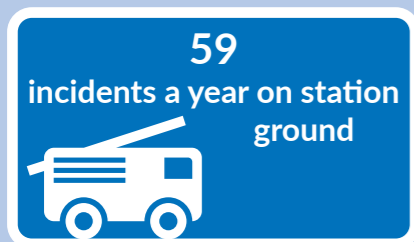
Hamworthy is a suburb of Poole in Dorset. Hamworthy's station ground is mainly within Bournemouth, Christchurch and Poole local authority (BCP), but part of the catchment is contained within Dorset. The station area covers approximately 54.5 sq km, in addition to Hamworthy it includes Upton and the villages of Lytchett Minster, Lytchett

Matravers and Corfe Mullen. There are development sites at the former Hamworthy Power Station site and Twin Sails Regeneration Area.

Current availability and response times

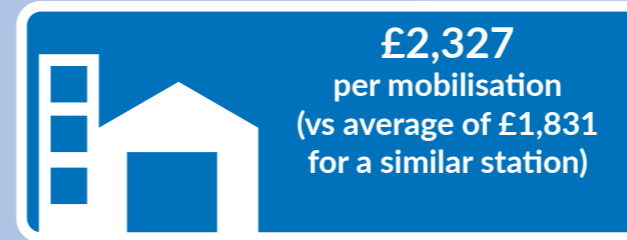


How often is my station needed?*

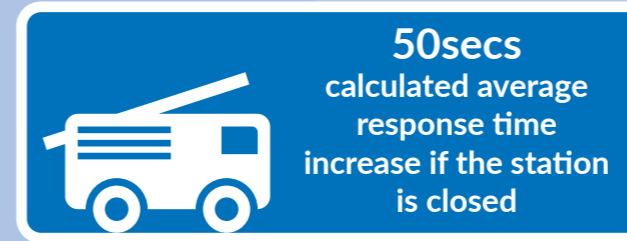


* Figures based on a yearly average taken over a five year period

Station costs



What changes if my station closes?



When the station is unavailable, or if it were to be closed, a fire engine from another station responds. At the moment this happens 29.85% of the time.

We currently use, and would continue to use, the nearest fire engines to Hamworthy. These are:



- Poole (2 fire engines) with 6 minutes travel time
 - Wareham (1 fire engine) with 16 minutes travel time
 - Bere Regis (1 fire engine) with 17 minutes travel time
 - Redhill Park (1 fire engine) with 17 minutes travel time
 - Westbourne (1 fire engine) with 17 minutes travel time
- Times based on normal road speed. This will be quicker using blue lights.

How to get involved

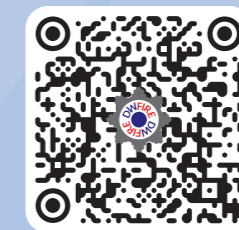
Join our public meetings:

At Hamworthy Library, Blandford Road, Hamworthy BH15 4BG

On Wednesday 11th March, 6pm - 8pm, Thursday 12th March, 10:30am - 12:30pm or later on the same day (Thursday 12th March) at 1pm - 3pm**



Alternatively, join our online meeting on Wednesday 22nd April, 12pm - 1pm. Scan this QR code or



Let us know what you think by filling in our on-line survey. Scan the QR code to the left, or go to:

[click this link](#) in the pdf version of this document.

www.dwfire.org.uk/proposed-station-closures

** We have put on an extra session due to low capacity levels at this venue


MAIDEN NEWTON FIRE STATION

About your station

1 fire engine
1 4x4




7 On-call Firefighters



Your area

4,413 population



The village of Maiden Newton is situated to the northwest of Dorset's county town, Dorchester. The station area covers approximately 139.1 sq km. There is no significant future developments planned.

Current availability and response times

31.22% availability (mostly weekday evenings)



47.5% of incidents (where this station was closest), occur between 8am and 6pm



14mins 22secs calculated average response time when available



19mins 58secs calculated average response time when the station is unavailable



How often is my station needed?*

40 incidents a year on station ground



13 actual incidents attended on station ground



17 additional mobilisations to support other incidents



* Figures based on a yearly average taken over a five year period

Station costs

£3,751 per mobilisation (vs average of £1,831 for a similar station)



£175,844 annual saving if station closed



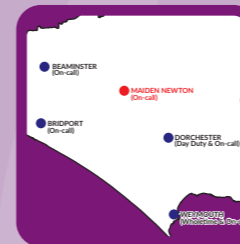
What changes if my station closes?

5mins 36secs calculated average response time increase if the station is closed



When the station is unavailable, or if it were to be closed, a fire engine from another station responds. At the moment this happens 68.78% of the time.

We currently use, and would continue to use, the nearest fire engines to Maiden Newton. These are:



Dorchester (2 fire engines) with 15 minutes travel time

Beaminster (1 fire engine) with 17 minutes travel time

Bridport (2 fire engines) with 20 minutes travel time

Times based on normal road speed. This will be quicker using blue lights.

How to get involved

Join our public meetings:

At Maiden Newton Village Hall, Station Road, Maiden Newton DT2 0AE

On Tuesday 14th April, 10:30am - 12:30pm or Thursday 16th April, 6pm - 8pm



Alternatively, join our online meeting on Wednesday 22nd April, 6pm - 7pm. Scan this QR code or

[click this link](#) in the pdf version of this document.



Let us know what you think by filling in our on-line survey. Scan the QR code to the left, or go to:

www.dwfire.org.uk/proposed-station-closures

MERE FIRE STATION

About your station




1
fire engine



7
On-call Firefighters

Your area



6,762
population

Mere is located in the southwest of Wiltshire. It is adjacent to and easily accessed from the A303. The station area covers approximately 124 sq km. The village is near to the Somerset border, and the nearest towns are Gillingham and Wincanton. There are no significant future developments planned.

Current availability and response times



58.13% availability
(mostly weekday evenings & weekends)



48.9% of incidents
(where this station was closest), occur between 8am and 6pm



12mins 12secs
calculated average response time when available



17mins 7secs
calculated average response time when the station is unavailable

How often is my station needed?*



64
incidents a year on station ground



37
actual incidents attended on station ground



30
additional mobilisations to support other incidents

* Figures based on a yearly average taken over a five year period

Station costs



£2,565
per mobilisation
(vs average of £1,831 for a similar station)



£211,909
annual saving if station closed

What changes if my station closes?



4mins 55secs
calculated average response time increase if the station is closed

When the station is unavailable, or if it were to be closed, a fire engine from another station responds. At the moment this happens 41.87% of the time.

We currently use, and would continue to use, the nearest fire engines to Mere. These are:



- Gillingham** (1 fire engine) with 8 minutes travel time
 - Shaftesbury** (2 fire engines) with 18 minutes travel time
 - Warminster** (2 fire engines) with 22 minutes travel time
 - Wincanton (Devon & Somerset FRS)** with 12 minutes travel time
- Times based on normal road speed. This will be quicker using blue lights.

How to get involved

Join our public meetings:

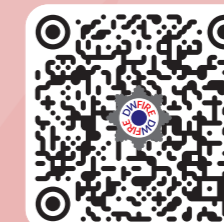
At Mere Lecture Hall, Salisbury Street, Mere BA12 6HA

On Wednesday 4th March, 6pm - 8pm or Thursday 5th March, 10:30am - 12:30pm



Alternatively, join our online meeting on Thursday 23rd April, 6pm - 7pm. Scan this QR code or

[click this link](#) in the pdf version of this document.



Let us know what you think by filling in our on-line survey. Scan the QR code to the left, or go to:

www.dwfire.org.uk/proposed-station-closures

RAMSBURY FIRE STATION

About your station



1
fire engine



6
On-call Firefighters

Your area




5,309
population

Ramsbury is located in the northeast of Wiltshire. The village is in the Kennet Valley near the Berkshire border. The nearest towns include Hungerford, Marlborough and Swindon. The station area covers approximately 124 sq km. There are no significant future developments planned.

Current availability and response times



29.74% availability
(mostly weekday evenings)



48.73% of incidents
(where this station was closest), occur between 8am and 6pm



15mins 58secs
calculated average response time when available



21mins 42secs
calculated average response time when the station is unavailable

How often is my station needed?*



32
incidents a year on station ground




10
actual incidents attended on station ground



8
additional mobilisations to support other incidents

* Figures based on a yearly average taken over a five year period

Station costs



£5,359
per mobilisation
(vs average of £1,831 for a similar station)



£165,355
annual saving if station closed

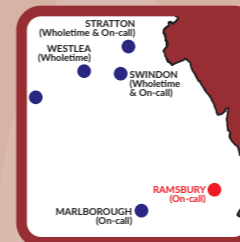
What changes if my station closes?



5mins 44secs
calculated average response time increase if the station is closed

When the station is unavailable, or if it were to be closed, a fire engine from another station responds. At the moment this happens 70.26% of the time.

We currently use, and would continue to use, the nearest fire engines to Ramsbury. These are:



- Marlborough (1 fire engine) with 13 minutes travel time
 - Swindon (2 fire engines) with 23 minutes travel time
 - Stratton (2 fire engines) with 23 minutes travel time
 - Hungerford (Royal Berks FRS) with 11 minutes travel time
- Times based on normal road speed. This will be quicker using blue lights.

How to get involved

Join our public meetings:

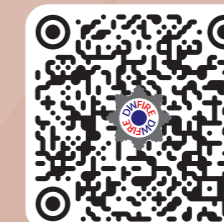
At Ramsbury Memorial Hall, 26 High Street, Ramsbury SN8 2PB

On Monday 2nd March, 6pm - 8pm or Tuesday 3rd March, 10:30am - 12:30pm



Alternatively, join our online meeting on Wednesday 15th April, 6pm - 7pm. Scan this QR code or

[click this link](#) in the pdf version of this document.



Let us know what you think by filling in our on-line survey. Scan the QR code to the left, or go to:

www.dwfire.org.uk/proposed-station-closures

WILTON FIRE STATION

About your station

1 fire engine
1 water carrier



13 On-call Firefighters



Your area

12,751 population



Wilton is two miles west of Salisbury. The station area covers approximately 180 sq km and has numerous small villages. There are no significant future developments planned.

Current availability and response times

64.72% availability
(mostly weekday evenings & weekends)



50% of incidents
(where this station was closest), occur between 8am and 6pm



10mins 52secs
calculated average response time when available



11mins 50secs
calculated average response time when the station is unavailable



How often is my station needed?*

16 incidents a year on station ground



10 actual incidents attended on station ground



109 additional mobilisations to support other incidents



* Figures based on a yearly average taken over a five year period

Station costs

£1,788 per mobilisation
(vs average of £1,831 for a similar station)



£233,764 annual saving if station closed



What changes if my station closes?

58secs
calculated average response time increase if the station is closed



When the station is unavailable, or if it were to be closed, a fire engine from another station responds. At the moment this happens 35.28% of the time.

We currently use, and would continue to use, the nearest fire engines to Wilton. These are:



Salisbury (2 fire engines) with 7 minutes travel time

Amesbury (2 fire engines) with 18 minutes travel time

Tisbury (1 fire engine) with 21 minutes travel time

Times based on normal road speed. This will be quicker using blue lights.

How to get involved

Join our public meetings:

At Castle Meadow Pavilion, Castle Lane, Wilton SP2 0HG

On Monday 9th March, 6pm - 8pm or Tuesday 10th March, 10:30am - 12:30pm



Alternatively, join our online meeting on Tuesday 21st April, 12pm - 1pm. Scan this QR code or

[click this link](#) in the pdf version of this document.



Let us know what you think by filling in our on-line survey. Scan the QR code to the left, or go to:

www.dwfire.org.uk/proposed-station-closures

HOW DO I GET INVOLVED?

We want your views on these proposals so that we can understand what is important to you, what our focus should be and how we can meet our future financial challenges. The consultation is open from Friday 13th February until Friday 15th May 2026. The Fire Authority makes the final decision at their meeting on Tuesday 30th June 2026.

Have your say now



Scan the QR code to fill in our on-line survey.

Or go to: www.dwfire.org.uk/proposed-station-closures

Call **01722 691000** if you need help accessing our survey

Come to a meeting

We are holding in-person and online public meetings. All dates and locations can be found in this document or on our website (www.dwfire.org.uk/proposed-station-closures). Or call **01722 691000** if you need help joining a meeting.

Accessibility

If you need this information in another format or language, or need help taking part, please contact consultation@dwfire.org.uk.

That's why your opinion matters! This is your chance to speak up and make a difference.

KEY DATES

Friday 13 February	Public Consultation begins	
Monday 2 March	6pm - 8pm	Ramsbury
Tuesday 3 March	10:30am - 12:30pm	Ramsbury
Tuesday 3 March	6pm - 8pm	Bradford on Avon
Wednesday 4 March	10:30am - 12:30pm	Bradford on Avon
Wednesday 4 March	6pm - 8pm	Mere
Thursday 5 March	10:30am - 12:30pm	Mere
Monday 9 March	6pm - 8pm	Wilton
Tuesday 10 March	10:30am - 12:30pm	Wilton
Wednesday 11 March	11:30am - 1:30pm	Cranborne
Wednesday 11 March	6pm - 8pm	Hamworthy
Thursday 12 March	10:30am - 12:30pm	Hamworthy
Thursday 12 March	1pm - 3pm	Hamworthy
Thursday 12 March	7:30pm - 9:30pm	Cranborne
Tuesday 14 April	10:30am - 12:30pm	Maiden Newton
Tuesday 14 April	6:30pm - 8:30pm	Charmouth
Wednesday 15 April	11am - 1pm	Charmouth
Wednesday 15 April	6pm - 7pm	Ramsbury - Online
Thursday 16 April	12pm - 1pm	Bradford on Avon - Online
Thursday 16 April	6pm - 8pm	Maiden Newton
Tuesday 21 April	12pm - 1pm	Wilton - Online
Tuesday 21 April	6pm - 7pm	Cranborne - Online
Wednesday 22 April	12pm - 1pm	Hamworthy - Online
Wednesday 22 April	6pm - 7pm	Maiden Newton - Online
Thursday 23 April	12pm - 1pm	Charmouth - Online
Thursday 23 April	6pm - 7pm	Mere - Online
Friday 15 May	Public Consultation ends	
Tuesday 30 June	Fire and Rescue Authority meeting	Elected Councillors will make the final decision on the proposals for station closures



DORSET & WILTSHIRE FIRE AND RESCUE AUTHORITY

Important contacts:

Scan the QR code:



www.dwfire.org.uk/proposed-station-closures



01722 691000



Dorset & Wiltshire Fire and Rescue Service
Five Rivers Health & Wellbeing Centre
Hulse Road
Salisbury
Wiltshire
SP1 3NR



@DWFireRescue

Fiona Dey

From: Teresa Strange
Sent: 07 April 2026 12:33
To: Fiona Dey
Subject: FW: Melksham Without: Gigabit Broadband Voucher Scheme Now Open – Parish-Led Engagement
Attachments: Parish GBVS Engagement Instructions.docx; Melksham Without PC.xlsx
Categories: Full council

For full council agenda please

From: Broadband <Broadband@wiltshire.gov.uk>
Sent: 02 April 2026 14:47
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; Teresa Strange <clerk@melkshamwithout-pc.gov.uk>
Subject: Melksham Without: Gigabit Broadband Voucher Scheme Now Open – Parish-Led Engagement

Dear Melksham W Parish Council

We are pleased to let you know that the Gigabit Broadband Voucher Scheme (GBVS) is now open for applications, with the window running until August 2026.

This scheme presents a valuable opportunity for your parish to help residents and local businesses access fast, reliable full fibre broadband. Importantly, this is a parish led initiative: your local leadership, engagement, and coordination are what will enable projects to progress. Wiltshire Council's role is simply to pass on the information and tools you need.

Please refer to the attached Parish Engagement Instructions, which outline the process for checking eligibility, engaging your community, and connecting with suppliers. These steps give you everything needed to guide your parish through the scheme. To focus your attention, we have attached the 251 affected premises that Building Digital UK (BDUK) have informed us are out of scope and potentially viable for the Gigabit Broadband Voucher Scheme.

While we will do our best to answer any clarification questions, our involvement is limited. Delivery of these GBVS projects rest with the parish and the registered suppliers responsible for delivering the scheme through Building Digital UK (BDUK). Due to the volume of out-of-scope premises recently notified to us we are unlikely to respond quickly to enquiries, therefore please utilise all resources provided to you in the attached guidance. While we fully appreciate the time constraints involved, Wiltshire Council has no influence over any extension of these deadlines.

Wiltshire Council Digital Connectivity Team



Wiltshire Council Disclaimer: <https://www.wiltshire.gov.uk/disclaimer>

Parish Councillors' Quick Guide: Leading Your Community Through the Gigabit Broadband Voucher Scheme (GBVS)

The [Gigabit Broadband Voucher Scheme \(GBVS\)](#) helps rural homes and businesses upgrade to fast, reliable full fibre broadband with up to £4,500 per eligible property. The application window closes in August 2026, and projects must include a minimum of two premises.

To make this work, local leadership is essential. Each parish plays a key role in coordinating interest, championing the project, and helping residents move smoothly through each step. The parish council's role isn't just supportive; you are the local organisers who make the scheme viable.

To help focus your efforts, Building Digital UK has identified the out of scope premises attached to this guidance. These properties are your primary audience and should be the starting point for your engagement. **Clerk's Note: we can share the spreadsheet or show you in the meeting but some 200+ properties across the whole parish**

While we fully appreciate the time constraints involved, Wiltshire Council has no influence over any extension of these deadlines.

1. Understand the Scheme

What the scheme does?

GBVS provides government-funded vouchers that suppliers can combine to help cover the cost of building new full fibre networks in rural areas that won't get gigabit broadband commercially.

This is for properties that receive under 100 Mbps, are not included in a commercial gigabit rollout, and are not covered by any other government funded upgrade programmes. You can check Openreach's Fibre Checker [here](#) to see if your property qualifies.

2. Check If an Address Is Eligible

Residents should complete two checks to confirm whether an address is eligible. First, use the [Gigabit Voucher Eligibility Checker](#) and entering the postcode to verify eligibility. Second, check current broadband availability using tools such as the [Ofcom Broadband Checker](#) and the [Openreach Fibre Checker](#) which provide details on existing coverage and planned upgrades.

3. Build Local Interest (Your Parish's Key Leadership Role)

Projects can only progress when enough nearby homes or businesses commit, which is why parish leadership plays a crucial role in building local interest. As community champions, councillors should talk with residents and local businesses, use parish newsletters, websites and social media to raise awareness, encourage people to check their eligibility, and consider forming a small working group or appointing a coordinator within the parish. It is especially important to focus outreach on the Building Digital UK identified out of scope premises. Suppliers such as Openreach often require a community "pledge target" before agreeing to a build, and effective parish led engagement is what helps make that achievable.

4. Contact an Approved Supplier

Once there is enough local interest, an approved supplier will review the feasibility of the build, prepare a cost estimate, and set up a pledge portal for residents to register their commitment. Councillors can support this stage by keeping residents updated on progress and, if helpful, hosting information sessions to explain the process and encourage participation.

5. Residents Pledge Their Voucher

Residents pledge their voucher by visiting the supplier's pledge portal, entering their address details, confirming their intention to use the voucher, and agreeing to the required terms, such as ordering a fibre service within twelve months of the network going live. If the pledge target is not met, the project cannot proceed, which is another reason why strong parish leadership and community engagement are essential.

6. Voucher Validation

Once enough pledges have been submitted, the Department for Science, Innovation & Technology will email residents asking them to validate their voucher. Residents must complete this validation within twenty-eight days; if they do not, the voucher may be cancelled, though this comes with no penalties.

7. Network Build

If the project is approved, the supplier will schedule the build, which typically takes around eight to ten months to complete, with work carried out either overhead or underground depending on the local infrastructure. Parish councils can support this stage by sharing updates with residents and helping to answer general community questions.

8. Order a Gigabit-Capable Service

Once the network goes live, residents can order full fibre service from any provider using the new infrastructure. The service must at minimum either double their previous speeds if they were below 50 Mbps or deliver at least 100 Mbps if they were already above 50 Mbps, and all orders require a minimum twelve-month contract.

Useful Links

Purpose	Tool	Link
Check GBVS eligibility	Gigabit Voucher Checker	https://www.gov.uk/guidance/check-your-gigabit-broadband-availability

View broadband coverage	Ofcom Broadband Checker	https://checker.ofcom.org.uk/broadband-coverage
Check Openreach fibre plans	Openreach Fibre Checker	https://www.openreach.com/fibre-checker
Community partnership info	Openreach "Connect My Community"	https://www.openreach.com/fibre-broadband/fibre-community-partnership/connect-my-community

Melksham Community Support (MCS) service Q4 – January to March 2026

The service, overseen by Age UK Wiltshire, started in April 2023 with the following outcomes agreed:

1. Improve the **wellbeing of older people** living in Melksham Town and Melksham Without, by offering support, access to information and practical help.
2. Ensure that support is available to **those who need it most**, particularly those who don't have a support network.
3. Promote the take-up of welfare benefits and access to other sources of **financial support**.
4. Promote and provide **holistic support** tailored to the individual's need.
5. Provide an **evidence base** of future needs.

Through this project Age UK Wiltshire employs a part-time (17.5 hours/week) Senior Project Worker, Sarah Thomson, specifically to support the populations of Melksham Town and Melksham Without.

Promotion

We have promoted the service widely during this quarter, restocking posters and leaflets at a range of community venues, active social media promotion and attending events, giving talks and running information stands, including:

- Regular attendance at the Food Bank to give out MCS leaflets and Attendance Allowance/Pension Credit booklets and to talk to residents attending.
- Leaflets were given out and attendees spoken to at the Age UK Wiltshire Daytime Disco in Melksham.
- Regular attendance at the Veterans Breakfast, where leaflets are put on all tables and attendees spoken to.
- Visit to Kestrel Court at Bowerhill, Wharf Court Community Room and Thornbank Flats where MCS leaflets were distributed and residents spoken to.
- Health & Wellbeing meeting attended.
- Evening talk at Bowerhill Ladies Group. MCS leaflets, Attendance Allowance, Pension Credit, Age UK Guide to Later Life booklets handed out.

Daytime Disco

Following a very successful event in October we were asked whether we could run another one, with Melksham Area Board funding the hire of the Assembly Hall, DJ and other costs; and this took place in early January, with 260 people attending!

<https://melkshamnews.com/residents-hit-the-dancefloor-at-second-daytime-disco/>

Sarah has attended both Discos and they've been a great opportunity to promote the MCS service and may account for the large increase in referrals.



Home Visits – the start of support

During the first home visit Sarah has a Guided Conversation with the older person to help identify any difficulties they may have, the support that is needed and what someone would like to achieve, in a conversational way which helps people to feel at ease. All aspects of someone’s daily life is covered, from when they get up in the morning to going to bed at night. We cover domestic issues, personal care and other care needs, health, socialisation, financial needs and their support networks. The Guided Conversation is never hurried and is taken at the person’s preferred pace, sometimes over more than one visit. This conversation helps Sarah to identify the areas of support needed and how to help improve someone’s general wellbeing.

Activity

During this quarter a total of 22 new clients (Q3–32) got in touch or were referred for MCS support, of whom 8 (38%) live in the Melksham Without Parish Council area. (Of the population served by the project, approximately 70% live in the Melksham Town Council area and 30% in the Melksham Without Parish Council area.) We also continued to support 29 people whose first contact was before January, including some people who have received regular or ongoing support since the early days of the service.

During this quarter Sarah made 41 home visits. There were 201 contacts (Q3 –233) with or on behalf of people, and Sarah supported people with 158 (Q3 – 193) issues. The support provided fell into the following six categories:

Finance – helping to put more money into people’s pockets	19
Socialisation – helping people to get out and about more	54
Independence - helping people to be sustainably independent and to connected with their community	18
Volunteer support – exploring how volunteers can support people to improve their wellbeing	3
Wellbeing – helping people to feel better	45
Falls prevention – supporting people to take action to reduce their risk of falling	19

Several people have been supported to apply for Surviving Winter Grants, funded by Wiltshire & Swindon Community Foundation.

Referrals in

We received new referrals from family and friends, Age UK Wiltshire Information & Advice and Wellbeing services, Adult Social Care, GP Surgeries, Care Coordinators and self-referrals. Most new referrals come directly from older people themselves.

Onward referrals



Onward referrals were made to a wide range of other organisations, such as the Dorset & Wiltshire Fire & Rescue service for a Safe and Well visit, Adult Social Care, Beyond Dementia and other voluntary and community sector organisations, and statutory services as well as to Age UK Wiltshire's Fitness & Friendship Club, Telephone Befriending, Information & Advice and Wellbeing Checks with Meals services, for further support.

Melksham Community Support phone line

The number of requests made to the MCS phone line for help with shopping and prescriptions remains low, as previously regular callers to the phone line have all been offered additional, holistic support (for example, only one person now requests regular support with prescriptions). Often a request for support for a task that can be managed independently is a symptom of other support that is needed, and it is this other support that Sarah has been talking to people about. Active MCS clients have a direct number for Sarah, with the MCS line the first point of contact for new enquiries.

Volunteers

One client has been supported to regularly attend the Veterans Breakfast which he thoroughly enjoys. Two other clients have been helped with practical tasks in the home.

Sarah continues to support a few people with shopping herself to use this as an opportunity to speak with these people in more detail about the support Melksham Community Support can offer.

Client Feedback

"I can't believe what you have done for me. I am so thankful that you could help me with my taps. They are now so easy to turn on and off. Wonderful!"

"I thought I would have to spend a fortune on a new extractor fan in the bathroom. I am so happy you have got it working properly again. It is all quite incredible!"

"Thank you for everything you have done for me. You have done more than most and everything you have done has worked out and benefited me. I am really grateful."

"I just wanted to say many thanks for your help with getting the Attendance Allowance for my husband. You and the team are incredibly helpful."

"I just wanted to thank you for helping me get the Blue Badge. I am really grateful. Thank you."

Other Age UK Wiltshire services

- In Q4, the Information & Advice service advised or supported 64 people living in Melksham (Q3 – 48).
- There were 94 attendances (Q3 – 85) at the Fitness & Friendship Club at Bowerhill, with an average attendance of 16.



- Five people in the Melksham area are receiving weekly calls from Age UK Wiltshire Telephone Befrienders.

Age UK Wiltshire news

Please see our website for full details of all the support we offer, information about issues affecting people in our local community and our latest newsletter -

<https://www.ageuk.org.uk/wiltshire/>

We are very pleased to have secured funding from Wiltshire & Swindon Sport, Melksham Area Board and Melksham Without Parish Council, to enable us to run more Daytime Discos in Melksham in the coming year.



Ginny Cooper and Kate Brooks
Age UK Wiltshire
13th April 2026

Fiona Dey

From: Teresa Strange
Sent: 28 March 2026 14:33
To: Fiona Dey
Subject: FW: LYN

Categories: Full council

For next full council meeting please

From: Stokes, Charlie <Charlie.Stokes@wiltshire.gov.uk>
Sent: 11 February 2026 13:20
To: Teresa Strange <clerk@melkshamwithout-pc.gov.uk>; ceo@melksham-tc.gov.uk
Subject: LYN

Dear Teresa/Hayley

As you may be aware, at our first area board meeting it was agreed to restart the Local Youth Network. As part of that I would like to invite you and relevant officers for a meeting to discuss what youth services we would like to see within Melksham and Melksham Without, how we can deliver these ideas, and who we would like to be involved.

Teresa – Please ask the MWOP councillors if any of them would like to attend too.

Hayley – whilst I am working on this with many hats, I think another town councillor who has interest in youth provisions would be ideal to have on board too.

I am happy for the meeting to be either in person or on teams and any suggestions for this meeting are always welcome.

Kind regards,

Charlie

Wiltshire Councillor for Melksham East

I may send emails outside of typical business hours. I respect your time and do not expect a response until your normal working hours.

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