

**CABINET MEMBER FOR HIGHWAYS, TRANSPORT, STREET SCENE & FLOODING –  
CLLR CAROLINE THOMAS**

**HIGHWAYS ASSET MANAGEMENT & COMMISSIONING**

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**SPEED LIMIT CHANGES**  
**NESTON VILLAGE, CORSHAM**

**Purpose of Report**

1. To consider the comments received following the formal advertisement of a proposed 20-mph speed limit within the village of Neston and to recommend an appropriate way forward.

**Relevance to the Council's Business Plan**

2. The proposed Traffic Regulation Order (TRO) meets two of the outcomes in the Council's Business Plan 2022-2032
  - Outcome 2 Resilient Society– communicate with communities in a way that promotes constructive discussion, tailored to the communities needs and developing better solutions to these. To empower communities and groups to act in their local area. This outcome has been met through the development of the proposals (to which this report relates) with members of the local community through the Corsham Area Board via the Corsham Local Highways & Footways Improvement Group (LHFIG hereafter) which is made up of elected members and officers from both Wiltshire Council and relevant Town and Parish Councils, as well as representatives of local interest groups.
  - Outcome 3 Thriving Economy – Deliver infrastructure to enable local communities to live, work and play locally, businesses to invest and everyone to take responsibility for the environment. Helping to build an efficient and effective transport network, including viable alternatives to the car. This outcome has been met through the proposed introduction of a 20-mph speed limit that will address road safety concerns and help encourage active travel including cycling and walking opportunities.

**Background**

3. Following the publication of Wiltshire Council's policy for 20-mph speed limits, the authority made a commitment to undertake assessments to determine the feasibility of 20-mph speed restrictions where requests are made, supported and funded through the Local Highways and Footway Improvement Groups (LHFIG).
4. An assessment was commissioned and funded by the LHFIG, in partnership with the Town Council, during 2021 / 22. An analysis of this location against Wiltshire's Policy and the Department for Transport's Circular 01/2013 "Setting Local Speed Limits" lead to a recommendation to introduce a 20-mph Speed Limit.
5. A plan outlining the proposal is provided in **Appendix 1**.

## **Consultation**

6. During the advertisement period five items of correspondence have been received in response to the proposals contained within the advertised TRO. The comments were made up of four in support and one comment objecting to the proposals.
7. Corsham Town Council has indicated its support of this proposal through the LHFIG meetings and has given a commitment to fund 25% of the cost of implementation.
8. The location is within the Corsham Without electoral division. The Member for this division, Derek Walters, has given its support to this proposal. Wiltshire Police have also been notified of the proposals as part of the statutory consultation process.

## **Main Considerations for the Council**

9. To consider the comments received during the consultation period. A summary of the issues raised, and officer comments are included in **Appendix 2**.

## **Safeguarding Considerations**

10. There is no risk to the Council because of these proposals.

## **Public Health Implications**

11. There are none with this proposal.

## **Corporate Procurement Implications**

12. There are none in this proposal.

## **Environmental and Climate Change Considerations**

13. The proposed 20-mph speed limit will require limited street furniture in the form of road signs and road markings to be introduced. The signage required within the legalisation will be kept to a minimum allowed under the guidance. However, it is recognised that there is a potential for visual impact to the environment.
14. Additional benefits of implementing the 20-mph speed limit is the anticipated reduction in emissions due to vehicles travelling at less speed in the area.

## **Equalities Impact of the Proposal**

15. There are none in this scheme.

## **Risk Assessment**

16. There is no risk to the Council arising from these proposals.

## **Financial Implications**

17. Changes on the ground will be funded by the LHFIG, with a 25% contribution from Corsham Town Council. Failure to proceed with the project may result in unspent funds currently allocated to the LHFIG being returned to the central traffic fund.

## **Legal Implications**

18. There are none with this proposal.

### **Options Considered**

19. To:
- (i) Implement the proposals as advertised.
  - (ii) Abandon the proposals.

### **Reason for Proposals**

20. The proposals are intended to improve traffic conditions by reducing the speed limit to 20-mph on roads within Neston village. This is in line with national guidance and the changes are proposed following a detailed speed limit assessment by the Council's term consultants. Collectively, these changes should provide a positive impact on road safety. The proposals will also be in accordance with both Priority 2 and Priority 4 of the Council's Business Plan.

### **Proposals**

21. That:
- (i) The proposals be implemented as advertised.
  - (ii) The objectors be advised accordingly.

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**The following unpublished documents have been relied on in the preparation of this Report:**

None