The Hurlstone Partnership

PROPOSED GYPSY / TRAVELLER CARAVAN SITE AT SPIN HILL, MARKET LAVINGTON, SN10 4NS

Access Review

September 2023

JPH/230204/D1

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Produced by: - - - - - - J P Hurlstone Date: September 2023

Transportation Planning, Highway Design and Environmental Assessment

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1 INTRODUCTION

1.1 The Hurlstone Partnership Limited was instructed to review the acceptability of the visibility at the existing site access to serve a residential development comprising a single gypsy/traveller pitch at land southwest of Spin Hill, Market Lavingon, Devizes, SN10 4NS. The site is located approximately 1.2 km to the northwest of Market Lavington.

1.2 The location of the site relative to its immediate surroundings is illustrated in the Location Plan provided by Green Planning Studio Ltd, which is reproduced in the Figures section at the back of this report.

1.3 A previous planning application at the site (Reference 17/00732/OUT) for the change of use from domestic allotments to residential was refused on 11 April 2017 for four reasons. The third reason for refusal was:

"The proposed development would result in a significant increase in traffic movements over that which exists onto the adjacent highway at this junction. The visibility splays available at the junction with the C20 are considered to be inadequate to secure the visibility necessary for the safety and convenience of the traffic associated with the proposed development. Any increase of traffic at the junction located on a sharp bend will have a detrimental effect on the safety of the users of the highway. It is therefore considered that the proposed traffic movements would result in a cumulative impact that would be severe. The application is therefore considered to be contrary to Core Policy 60, 61 of the WCS (2015) and with Para. 32 of the NPPF."

1.4 An Appeal (Reference APP/Y3940/C/21/3284019) against an Enforcement Notice (Reference ENF/2021/00498 issued 17 August 2021) for the as alleged in the notice is without the benefit of planning the material change of use of land to a mixed use of agriculture and residential together with the erection of a modular building to facilitate the residential, without planning permission, was dismissed on 07 February 2022.

1.5 Of the reasons given for serving the Enforcement Notice, reason c) states: "c*) Core policies 60 and 61 of the Wiltshire Core Strategy (adopted January 2015) in that the unauthorised development takes place in an unsustainable location encouraging the use of private vehicles. Furthermore, the increase of traffic at the junction located on a sharp bend will have a detrimental effect on the safety of the users of the highway. It is therefore considered that the increased traffic movements result in a cumulative impact that would be severe and be contrary to paragraph 111 of the national Planning Policy Framework (2021) as well as Core Policy 61 of the Wiltshire Core Strategy (2015)."*

1.6 Notwithstanding this, there was no reference to highway safety or accessibility issues within the Appeal Decision.

1.7 Given the previous highway concerns raised, as part of the review undertaken, a speed / traffic survey was undertaken, highway boundary information was obtained from the

Wiltshire Council (the Local Highway Authority) and a site visit was undertaken where measurements were recorded using traffic cones and a road wheel.

1.8 The remainder of this report confirms the findings of the review, which revealed the site access provides satisfactory visibility to maintain an acceptable level of safety.

2 EXISTING ROAD NETWORK & ACCESS

2.1 The site is currently accessed via a track extending west-southwest from the outside of a bend on Ledge Hill. The bend is sufficiently sharp to justify the provision of a chevron boards facing the oncoming traffic from both directions immediately to the northwest of the access connection to Ledge Hill.

2.2 The Ledge Hill / Spin Hill corridor is a rural route with no pedestrian footways or street lighting. The carriageway in the vicinity of the access is approximately 5.5m beyond the bend and around 6.1m on the bend itself as a result of localised widening.

2.3 The route in the vicinity of the access is subject to a 40 mph speed limit. The route, which runs between the junction with the A360 approximately 1.5km to the northwest and the mini-roundabout junction at Market Lavington approximately 0.9km to the southeast is subject to a 7.5 tonne weight limit Except for access, as confirmed by signage at either end.

2.4 The connection to Ledge Hill extends approximately 28m along the road edge and narrows to approximately 5m at a distance 8m back from the carriageway.

2.5 The track from which the site is accessed continues into a field beyond and sits immediately to the north of the access to Bouverie Lodge, the gatehouse to Market Lavington Manor, which shares the opening to Ledge Hill.

2.6 The address for both Bouverie Lodge and the Site are stated to be Spin Hill; however, signage on the carriageway to the south of Bouverie Lodge indicates Ledge Hill starts at the junction of Kings Road and continues to the north, with the southern continuation of the route from Kings Road being Spin Hill.

2.7 During the site visit a sign ‘Open Studio’ was fixed to the fence of Bouverie Lodge. An internet search revealed the occupier has a particular interest and passion for kiln formed glass; predominantly makes vessels and small decorative objects as well as small items of jewellery; and also does some glass casting. The Marlborough Open Studio initiative invites the public to artists’ studios free of charge to view their processes and possibly purchase products.

2.8 The site access sits 18.8m from the edge of Ledge Hill and has an opening of 6.5m to the 3m wide track. Wiltshire Council confirmed the track is part of the Public Rights of Way network (Bridleway 6 (Market Lavington)), but the Rights of Way Team had received an

application for the Definitive Map to be modified by upgrading the route to a Byway Open to All Traffic. A review of Ordnance Survey mapping reveals there is a comprehensive network of public footpaths and bridleways in the area which provide connections to Market Lavington from the site.

2.9 There is also a bus stop located at the Kings Road junction, approximately 70m to the south at which the sign confirms stops are on both sides of the road. The Kings Road stops are visited by service 2 Devizes to Salisbury, which operates Monday to Saturday in both directions. Service 2 visits the eastbound stop at 07:16, 09:01, 10:21, 11:21, 12:21, 13:21, 15:21 and 17:51 Monday to Friday and 07:16, 09:01,10:21, 11:21, 12:21, and 13:21 on Saturdays. The westbound stop is visited at 09:51, 14:44, 17:01 and 18:47 Monday to Friday and at 15:25, 17:05 and 18:47 on Saturday.

2.10 Market Lavington is classified as a Local Service Centre in the Wiltshire Core Strategy Adopted January 2015. Within the Core Strategy Core Policy 1, "*Local Service Centres are defined as smaller towns and larger villages which serve a surrounding rural hinterland and possess a level of facilities and services that, together with improved local employment, provide the best opportunities outside the Market Towns for greater self containment*".

2.11 When leaving the site, visibility to the left (northwest) from the 2.4m X distance extends beyond 120m to the near carriageway edge and across the carriageway into the far (oncoming) traffic lane beyond its centreline. However, at the very far edge (nearside of the traffic lane for oncoming traffic) the visibility is limited to 101m due to the encroachment of vegetation from the eastern hedgerow.

2.12 Forward visibility towards the access centreline is limited to approximately 29.5m due to the vegetation on the nearside on the inside of the left-hand bend.

2.13 There is a warning sign alerting southbound drivers to the bend, combined with 'SLOW' markings on the carriageway, approximately 97m to the northwest of the access.

2.14 The comparable visibility to the right (southeast) was measured to extend 41.5m to the nearside edge, 56.6m to the centreline of the near (oncoming) traffic lane and 68.3m to the carriageway centreline from a driver's eye height of 1.05m to an object height of 0.6m. The constraint to visibility was vegetation growing in / across the verge area, which was in the process of being trimmed by who is understood was the occupier of Bouverie Lodge, having seen the same man fixing the Open Studio sign to the fence, during the site visit. The distance from the boundary fence of the property to the carriageway edge was measured to be approximately 1.2m.

2.15 Forward visibility towards a vehicle emerging from the access for northbound traffic was measured to extend approximately 92m from 1.05m to 0.6m. The constraint to forward visibility was the crest in the carriageway near the Kings Road junction.

2.16 As a result of the crest, the gradient of the carriageway towards the access varies. From the right (southeast) it ranges between 1.5 degrees uphill to 1 degree downhill. From the

left (northwest) it ranges between 3.95 and 2.75 degrees uphill, with the reduced gradient on the approach to the access.

3 EXISTING TRAFFIC FLOWS & SPEEDS

3.1 In order to establish traffic speeds in the vicinity of the access, an. Automatic Traffic Counter (ATC) was installed on the bend to record continuously over a 7 day period between Wednesday 21st and Tuesday 27th June 2023 inclusive.

3.2 The ATC was fixed to the chevron board mounting post adjacent to the access.

3.3 The ATC results summaries are provided at Appendix A for information. The results revealed that the average 24 hour flow over the 7 day survey period was 2345 vehicles from daily totals ranging between 1510 (Sunday) and 2694 (Thursday), giving a daily variation of 1184 movements per day. The large vehicle flows varied between 18 (Sunday) and 64 (Wednesday), representing an overall content of 1.78% of the total vehicles recorded.

3.4 The average AM peak hour flow over the 5 day (Monday to Friday) period occurred between 08:00 – 09:00 when 324 movements were recorded from daily flows ranging between 295 (Tuesday) and 342 (Thursday), giving a day to day variation of 47 movements. The comparable PM average PM peak hour occurred between 15:00 – 16:00 when an average of 262 movements were recorded from daily flows ranging from 233 (Tuesday) to 300 (Friday), giving a day to day variation of 67 movements. The Thursday AM peak was the highest flow recorded during the survey period.

3.5 In terms of vehicle speeds, the 85th percentile from the 7838 northbound vehicles recorded during the survey was established to be 32.4 mph. The southbound 85th percentile speed was 30.7 mph from the 8575 vehicles recorded.

3.6 When considering the existing hourly and daily variations on the local road network, the additional traffic movements associated with the proposed single residential gypsy/traveller pitch is considered to be insignificant under any reasonable assessment of impact, falling well within the observed ranges of what are relatively low hourly and daily traffic flows.

3.7 On this basis, there is no reason to conclude that highway capacity would be considered a constraint to the proposed development, noting that this was not a concern raised by the Highway Authority in its consultation response.

4 HIGHWAY SAFETY

4.1 In order to review highway safety, reference has been made to the Crashmap website, which identifies the locations of recorded personal injury accident data, together with the date and severity of the injuries sustained (slight, serious or fatal).

4.2 It is normal to assess highway safety over a period of 5 years. However, as traffic activity was reduced during 2020 and 2021 due to the Covid 19 pandemic, an extended period of 7 years (2015 – 2021 inclusive) has been reviewed.

4.3 During this period there has been a single recorded accident in the vicinity of the access and bend, approximately 46m to the north, near the northern corner of the site, which occurred in September 2018 and unfortunately resulted in fatal injuries to a pedestrian walking along the carriageway with their back to the traffic, who was struck by a car travelling northbound around the right hand bend.

4.4 The next nearest accident was approximately 0.25 km to the northwest and involved slight injury when a car ran into the rear of another which was slowing down / stopping in December 2021.

4.5 There were no recorded personal injury accidents to the southeast between the bend / access and Market Lavington.

4.6 In the event there is a feature of the local highway network that results in compromised safety for its users, it is normal to find a number of collisions at the same location which share common characteristics.

4.7 In this case there the two recorded injury accidents occurred in different locations and had different characteristics.

4.8 Based on the average daily traffic flows recorded at the ATC site (2345 movements), assuming this flow is representative of the average daily flow along Ledge Hill, over a 5 year period (excluding 2020 and 2021) a total of 4,281,970 vehicles would have travelled along the route, plus those movements occurring in 2020 and 2021. Given this has resulted in a single incident near the bend suggests the accident was a result of driver inattentiveness rather than an inherent defect of the road layout.

4.9 Based on these findings there is no reason to believe that the existing highway geometry is unacceptable.

5 APPRAISAL OF VISIBILITY

5.1 As is apparent from the speed survey results, the 85th percentiles fall below 60 kph / 37.3 mph and therefore within the confirmed range of speeds to which Manual for Streets (MfS) parameters apply.

5.2 Based on the southbound speed of 30.7 mph, and the lower 2.75 degree (4.8% uphill gradient), the required stopping distance is calculated to be 42.263m. However, it is understood that the road was predominantly dry throughout the survey. As the MfS calculation is based on the wet weather 85th percentile speed, and the correction between dry and wet conditions is 4 kph (2.5 mph), based on the reduced wet weather speed of 28.2 mph, the stopping distance for southbound traffic reduces to 37.573m.

5.3 The observed northbound speed of 32.4 mph requires a stopping distance of 48.820m when taking into account the 1 degree (1.4%) downhill gradient beyond the crest towards the access. When correcting to the required wet weather speed of 29.9 mph, the distance reduces to 43.478m.

5.4 By comparing these distances with the visibility splays measured on site, it is apparent that the splay to the left (northwest) significantly exceeds the required stopping distance, as it extends to a minimum of 101m to the far carriageway edge and beyond 120m to the centreline of the oncoming traffic lane and remainder of the carriageway towards the near edge. It is therefore apparent that visibility to the left (northwest) from and towards emerging vehicles is acceptable.

5.5 In terms of the visibility splay to the right (southeast), that to the near edge was measured to extend 41.5m, which is 1.978m below the 43.478m requirement based on the observed 85th percentile wet weather speed. However, it is apparent that by the middle of the oncoming traffic lane, the distance of 56.6m exceeds the required distance by 15.1m, which equates to a 30% margin. By the carriageway centreline the distance increases to 24.822m beyond the required stopping distance, which equates to a margin of 57%.

5.6 Given paragraph 7.7.3 of MfS and paragraph 10.5.3 of MfS2 confirm the near edge measurement is for simplicity rather than safety reasons, and that a more accurate assessment of visibility is to the nearside vehicle track, in practical terms it is apparent that the visibility splay to the right (southeast) is already sufficient to maintain safety.

5.7 Notwithstanding this, as noted during the site visit, after taking the measurements on site, a person believed to be the occupier of Bouverie Lodge began trimming back the vegetation between the property boundary and carriageway, which the plan contained in Appendix B, obtained from the Council to confirm the extent of the adopted highway, demonstrates is highway verge. As a result, it would be possible to maintain the vegetation to not only achieve the required visibility splay of 43.478m across the full carriageway width, but also extend that distance to the 92m at which point the crest in the carriageway becomes the constraint.

5.8 A further consideration is the forward visibility towards vehicles waiting to turn right into the access. Based on the centreline position for vehicles using the access track, this is currently limited to approximately 24.5m along the centreline of the southbound traffic lane, along which forward visibility is measured to the continuation of the access centreline across the carriageway, in accordance with standard design guidance.

5.9 Notwithstanding this, a vehicle waiting to turn right into the access would normally be positioned towards the offside of the traffic lane, which extends the visibility for vehicles heading southbound towards it, as does the length of a vehicle as it is the offside rear corner which is the key consideration.

5.10 It was also apparent that if a driver wanting to turn right into the access stops short of the centreline position, which is the natural thing to do when allowing for the swept path of the turning movement, as placing the driver at the access centreline effectively results in the vehicle partially turning back on its self, forward visibility towards the vehicle increases significantly due to the alignment of the road.

5.11 When taking into account the normal vehicle position, the required 37.573m calculated above can be achieved to the offside rear of a car sat in the centre of the traffic lane.

5.12 Notwithstanding this, by reviewing the point at which the forward visibility from the right turning vehicle extends southeast beyond the bend, so that oncoming northbound traffic could be clearly seen for a length exceeding the required stopping distance, places the driver 7m northeast of the assumed access centreline position. From that point, the forward visibility for southeast-bound drivers towards it extended to 44.5m along the centreline of the traffic lane in accordance with the normal measurement of forward visibility. To the offside rear corner of a vehicle, the forward visibility increases significantly further again, due to the alignment of the road.

5.13 As a result of this, in practical terms it is likely that occupants of the site would sit slightly further back from the access centreline in order to make themselves more visible to following traffic, as doing so would have no detriment in terms of their ability to turn right into the site, or see oncoming traffic, but would undoubtedly improve visibility towards their vehicle to others approaching from the northwest.

5.14 As the track from which the site is accessed sits further to the northwest than that serving Bouverie Lodge and Market Lavington Manor within the combined opening to the road, the forward visibility towards vehicles waiting to access the track / site is comparably better than that to the Lodge / Manor when considering their respective centreline and vehicle positions.

5.15 Both the access track serving the site and that serving the Lodge / Manor have clearly been used by vehicles and there have been no recorded injury accidents involving vehicles turning right into them for the 23 year period (1999 – 2021 inclusive) covered by the Crashmap database, which suggests visibility is adequate in this case.

5.16 Notwithstanding this, if required, the access track centreline could be moved slightly northwest if preferred. However, when taking into account the length of vehicles, their normal road position and the ability to see its rear offside for the calculated distance based on actual speeds in the event they are delayed when seeking to turn right, we do not consider realigning the access should be necessary. This conclusion is further reinforced when considering drivers may hang slightly back from the centreline point to significantly enhance visibility for following drivers towards them.

5.17 This is one of the examples referenced within MfS2 section 3.2 of MfS2, which raises concerns over designers slavishly adhering to guidance regardless of local context. Paragraph 3.2.1, which confirms "A *standards-based template view of road junction design, for example, is inappropriate*"; paragraph 3.2.2 states: "*Available guidance is just that, guidance, and cannot be expected to cover the precise conditions and circumstances of applying at the site under examination";* and paragraph 3.2.3 advises: "*The authors of guidance, how ever accomplished, will not be cognizant of the site and situation in question. It would be neither reasonable nor rational to presume that anyone could produce an optimal design in abstract. The informed judgement of trained professionals on-site should logically take precedence over guidance.*"

5.18 Paragraph 10.5.9 of MfS2 also advocates a degree of flexibility when assessing visibility: *"The Y distance should be based on the recommended SSD values. However, based on the research referred to above, unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem."*

5.19 Given the foregoing, and the particular characteristics of the local context in this case, it is concluded that the visibility at the access is satisfactory to serve the proposed development.

5.20 Figure 1 within the Figures section of this report illustrates the achievable visibility splays identified above.

6 SUMMARY

6.1 The Hurlstone Partnership Limited has been instructed to review the acceptability of the visibility at the existing which serves a site where a single pitch gypsy / traveller site is proposed.

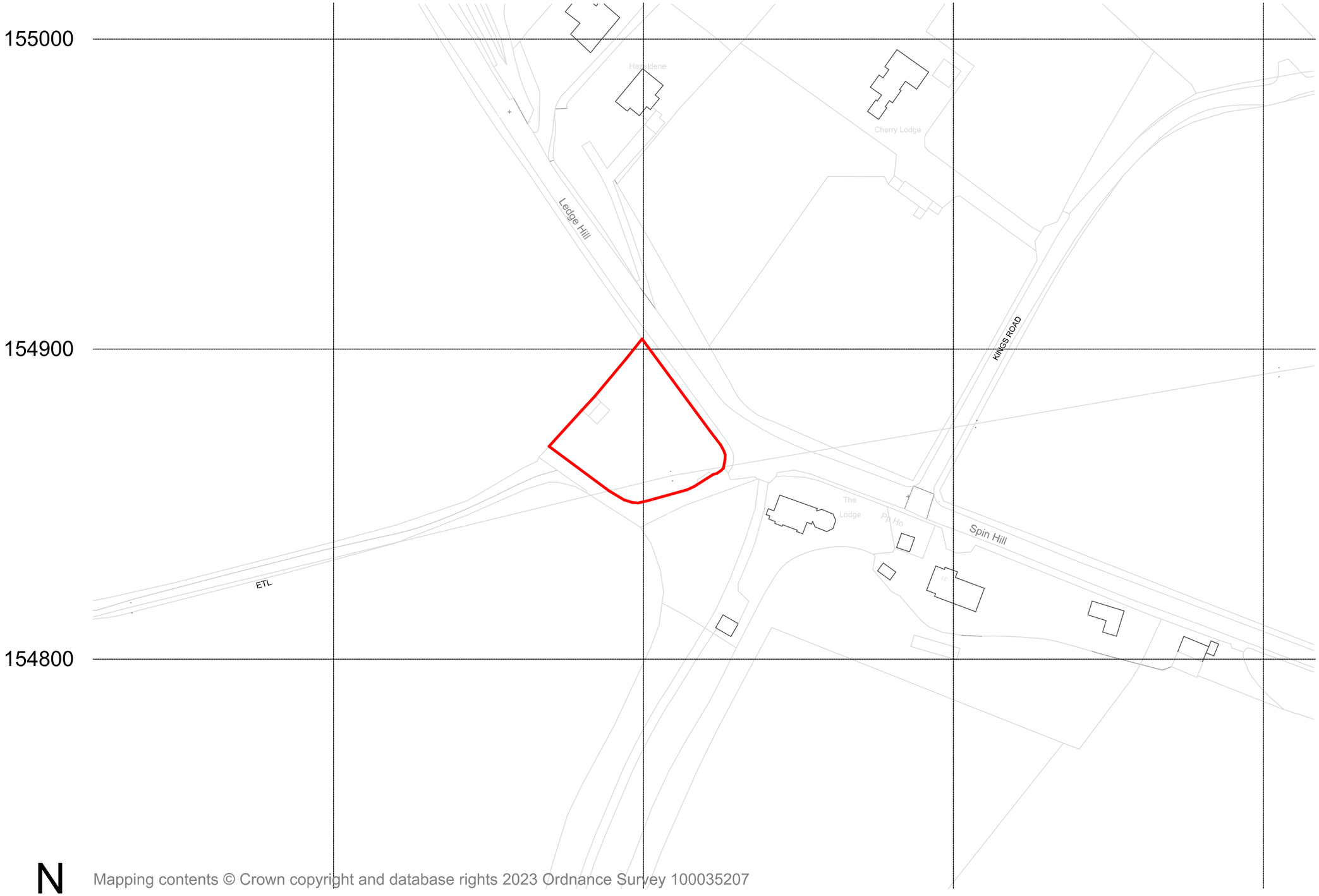
6.2 The review undertaken has considered previous concerns raised by the Highway Authority regarding the adequacy of the visibility at the bend in the road and its impact on safety.

6.3 Following completion of the review, it is concluded that sufficient visibility provision is available to provide and maintain safe access, as confirmed by considering empirical traffic survey / speed data and relevant design guidance.

6.4 Having considered the proposed development against the national planning policy transport tests, it is concluded that it would not result in an unacceptable impact on highway safety or a severe residual cumulative impact on the road network.

6.5 Therefore, in accordance with national policy, it is concluded that the proposed development should not be prevented or refused on highway grounds.

FIGURES



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DRAFT

Issue ID	Issue Name	Current Revision	Initials	Date
P01	Initial Transmittal	P01 - WIP	OL	Work in Progress

Do not scale from this darwing except for planning application purposes. The contractor is to check all site dimensions, levels and sewer inverts before works commence. This drawing must be checked and read against any structural or specialist consultant drawings. The contractor is to comply in all respects with the current Building Regulations and BS Codes of Practice whether or not specifically stated on these drawings. This drawing is not intended to show details of foundations, ground conditions or ground contaminants and confirmation and/or investigation is to be carried out by suitable experts. This drawing and the building works/designs depicted are the copyright of Green Planning Studio Ltd and are not to be reproduced in any form or by any means without the written consent of Green Planning Studio Ltd.
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Green Planning Studio

Client
John Price

Project
Land at Spin Hill - Land use
Land at Spin Hill,
Market Lavington,
Devizes,
Wiltshire,
SN10 4NS

Drawing Title
Site Location Plan

Scale @A3	Date	Drawn
1:1250	Work in Progress	OL

Case No	Status
22_1260	Initial Status

Drg No	Rev
001	P01 - WIP

ISO 19650 No:
22_1260-GPS-ZZ-GF-DR-A-001

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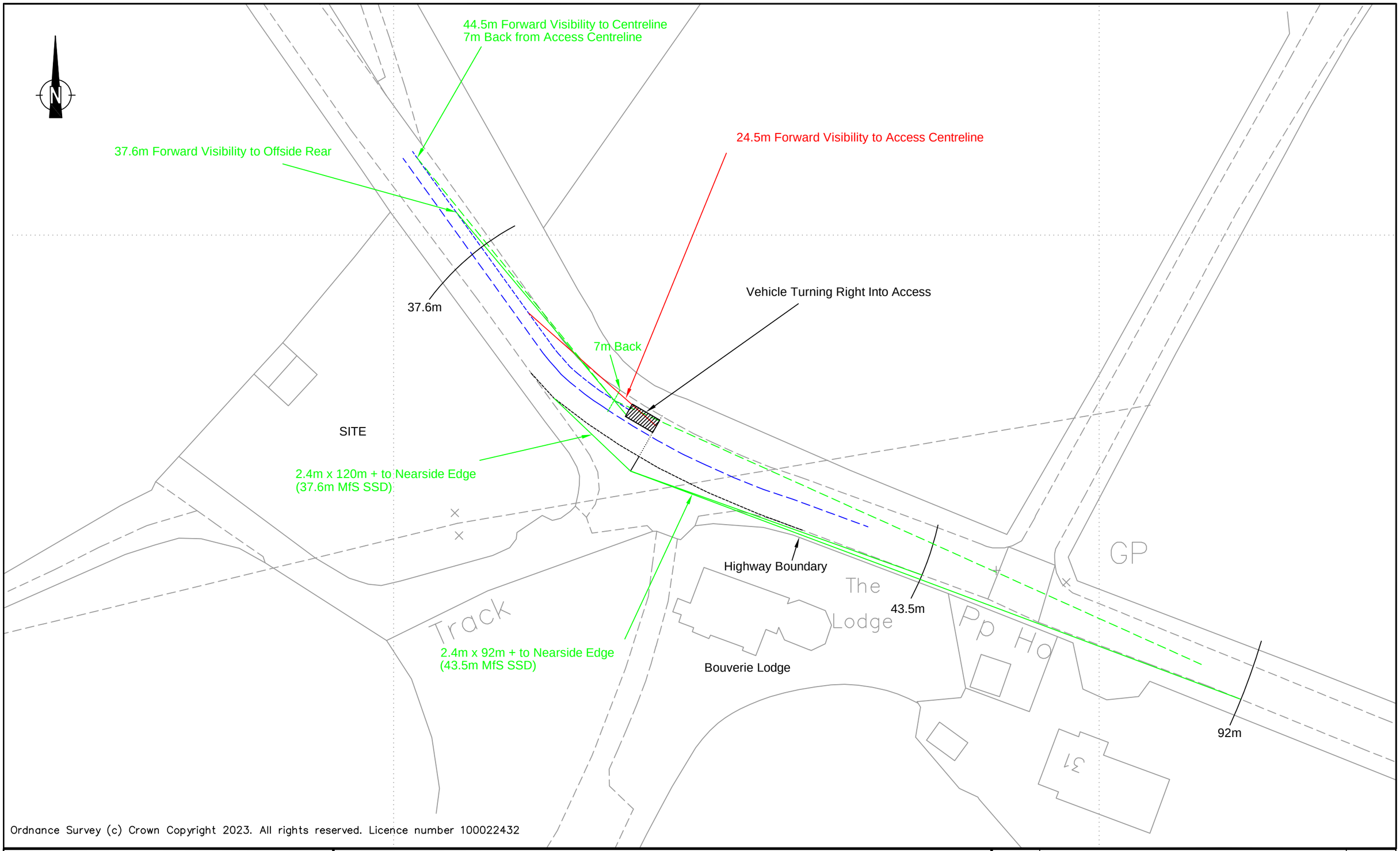
RIBA Chartered Practice



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Spin Hill / Ledge Hill, Market Lavington
Achievable Visibility Provision
Illustrative Layout

REV	AMENDMENTS	DATE

DRAWN BY	JOB No.	DATE	SCALE	DWG No.
JPH	230204	September 2023	1:500 @ A3	Figure 1

APPENDIX A

Traffic Survey Results Summaries

12474		MARKET LAVINGTON								
		JUNE 2023								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 12474001	Ledge Hill, Market Lavington (N of Kings Rd) 51.292990, -1.992286	Channel: Northwestbound	Wed 21-Jun-23	Tue 27-Jun-23	40	7838	1239	1120	32.4	28.0
		Channel: Southeastbound	Wed 21-Jun-23	Tue 27-Jun-23		8575	1359	1225	30.7	26.6

Data produced by
Auto Surveys Ltd

12474		MARKET LAVINGTON		Site No: 12474001 Channel: Northwestbound		Location	Ledge Hill, Market Lavington (N of Kings Rd)		
TIME PERIOD	Wed 21/06/2023	Thu 22/06/23	Fri 23/06/23	Sat 24/06/23	Sun 25/06/23	Mon 26/06/23	Tue 27/06/23	5-Day Av	7-Day Av
Week Begin: 21-Jun-23									
00:00	**5**	1	1	5	10	2	1	2	4
01:00	**4**	1	2	3	4	0	0	1	2
02:00	**8**	2	0	1	2	0	0	2	2
03:00	**2**	1	0	4	0	1	1	1	1
04:00	**4**	4	2	1	2	1	4	3	3
05:00	**16**	11	12	5	3	16	11	13	11
06:00	**39**	39	29	7	6	23	36	33	26
07:00	**88**	88	92	35	28	97	94	92	75
08:00	**176**	177	161	63	33	158	156	166	132
09:00	**75**	83	93	67	69	95	71	83	79
10:00	**75**	74	83	89	89	56	73	72	77
11:00	**64**	69	73	95	62	72	73	70	73
12:00	**72**	72	71	83	53	77	77	74	72
13:00	**79**	62	60	73	54	81	74	71	69
14:00	**81**	95	94	73	41	72	68	82	75
15:00	**123**	128	130	51	54	116	111	122	102
16:00	**101**	99	101	52	49	92	77	94	82
17:00	**84**	77	68	55	42	88	79	79	70
18:00	**83**	69	67	41	37	69	56	69	60
19:00	**28**	38	34	29	34	43	87	46	42
20:00	**27**	41	28	25	27	17	22	27	27
21:00	**25**	19	15	20	17	19	13	18	18
22:00	**9**	15	19	14	10	9	8	12	12
23:00	**3**	9	12	25	3	1	4	6	8
12H,7-19	**1101**	**1093**	**1093**	**777**	**611**	**1073**	**1009**	**1074**	**965**
16H,6-22	**1220**	**1230**	**1199**	**858**	**695**	**1175**	**1167**	**1198**	**1078**
18H,6-24	**1232**	**1254**	**1230**	**897**	**708**	**1185**	**1179**	**1216**	**1098**
24H,0-24	**1271**	**1274**	**1247**	**916**	**729**	**1205**	**1196**	**1239**	**1120**

Data produced by
Auto Surveys Ltd

12474	MARKET LAVINGTON	Site No: 12474001	Location	Ledge Hill, Market Lavington (N of Kings Rd)
		Channel: Southeastbound		

TIME PERIOD	Wed 21/06/2023	Thu 22/06/23	Fri 23/06/23	Sat 24/06/23	Sun 25/06/23	Mon 26/06/23	Tue 27/06/23	5-Day Av	7-Day Av
Week Begin: 21-Jun-23									
00:00	**7**	3	2	11	11	3	2	3	6
01:00	**4**	2	2	4	6	1	2	2	3
02:00	**2**	1	2	5	4	1	1	1	2
03:00	**2**	1	1	2	0	2	0	1	1
04:00	**0**	2	0	0	2	3	1	1	1
05:00	**2**	1	1	0	2	4	6	3	2
06:00	**17**	19	10	8	3	10	11	13	11
07:00	**48**	59	48	20	17	53	48	51	42
08:00	**161**	165	164	40	20	159	139	158	121
09:00	**69**	72	70	64	31	75	66	70	64
10:00	**79**	75	67	70	50	82	69	74	70
11:00	**82**	74	83	91	80	77	66	76	79
12:00	**110**	93	89	94	77	85	79	91	90
13:00	**72**	67	88	75	69	70	83	76	75
14:00	**88**	114	100	62	64	105	97	101	90
15:00	**143**	133	170	90	71	134	122	140	123
16:00	**110**	110	113	74	57	117	106	111	98
17:00	**113**	155	114	79	55	120	151	131	112
18:00	**95**	81	95	54	51	70	89	86	76
19:00	**89**	69	60	65	37	62	57	67	63
20:00	**45**	55	41	24	39	53	35	46	42
21:00	**34**	40	24	19	14	32	23	31	27
22:00	**18**	16	15	26	16	10	14	15	16
23:00	**10**	13	10	20	5	7	6	9	10
12H,7-19	**1170**	**1198**	**1201**	**813**	**642**	**1147**	**1115**	**1166**	**1041**
16H,6-22	**1355**	**1381**	**1336**	**929**	**735**	**1304**	**1241**	**1323**	**1183**
18H,6-24	**1383**	**1410**	**1361**	**975**	**756**	**1321**	**1261**	**1347**	**1210**
24H,0-24	**1400**	**1420**	**1369**	**997**	**781**	**1335**	**1273**	**1359**	**1225**

Data produced by
Auto Surveys Ltd

12474		MARKET LAVINGTON		Site No: 12474001 Channel: Combined		Location	Ledge Hill, Market Lavington (N of Kings Rd)		
TIME PERIOD	Wed 21/06/2023	Thu 22/06/23	Fri 23/06/23	Sat 24/06/23	Sun 25/06/23	Mon 26/06/23	Tue 27/06/23	5-Day Av	7-Day Av
Week Begin: 21-Jun-23									
00:00	**12**	4	3	16	21	5	3	5	10
01:00	**8**	3	4	7	10	1	2	3	5
02:00	**10**	3	2	6	6	1	1	3	4
03:00	**4**	2	1	6	0	3	1	2	2
04:00	**4**	6	2	1	4	4	5	4	4
05:00	**18**	12	13	5	5	20	17	16	13
06:00	**56**	58	39	15	9	33	47	46	37
07:00	**136**	147	140	55	45	150	142	143	117
08:00	**337**	342	325	103	53	317	295	324	253
09:00	**144**	155	163	131	100	170	137	153	143
10:00	**154**	149	150	159	139	138	142	146	147
11:00	**146**	143	156	186	142	149	139	146	152
12:00	**182**	165	160	177	130	162	156	165	162
13:00	**151**	129	148	148	123	151	157	147	144
14:00	**169**	209	194	135	105	177	165	183	165
15:00	**266**	261	300	141	125	250	233	262	225
16:00	**211**	209	214	126	106	209	183	205	180
17:00	**197**	232	182	134	97	208	230	210	182
18:00	**178**	150	162	95	88	139	145	155	136
19:00	**117**	107	94	94	71	105	144	113	105
20:00	**72**	96	69	49	66	70	57	73	69
21:00	**59**	59	39	39	31	51	36	49	45
22:00	**27**	31	34	40	26	19	22	27	28
23:00	**13**	22	22	45	8	8	10	15	18
12H,7-19	**2271**	**2291**	**2294**	**1590**	**1253**	**2220**	**2124**	**2240**	**2006**
16H,6-22	**2575**	**2611**	**2535**	**1787**	**1430**	**2479**	**2408**	**2521**	**2261**
18H,6-24	**2615**	**2664**	**2591**	**1872**	**1464**	**2506**	**2440**	**2563**	**2308**
24H,0-24	**2671**	**2694**	**2616**	**1913**	**1510**	**2540**	**2469**	**2598**	**2345**

Data produced by
Auto Surveys Ltd

12474	MARKET LAVINGTON	Site No: 12474001	Location	Ledge Hill, Market Lavington (N of Kings Rd)
Wed 21-Jun-23 to Tue 27-Jun-23		Channel: Northwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 21-Jun-23	**1271**	13	1.0	1161	91.4	72	5.7	22	1.7	3	0.2
Thu 22-Jun-23	**1274**	18	1.4	1156	90.7	74	5.8	26	2.0	0	0.0
Fri 23-Jun-23	**1247**	17	1.4	1134	90.9	81	6.5	15	1.2	0	0.0
Sat 24-Jun-23	**916**	31	3.4	843	92.0	34	3.7	8	0.9	0	0.0
Sun 25-Jun-23	**729**	16	2.2	678	93.0	28	3.8	7	1.0	0	0.0
Mon 26-Jun-23	**1205**	23	1.9	1079	89.5	80	6.6	22	1.8	1	0.1
Tue 27-Jun-23	**1196**	13	1.1	1081	90.4	78	6.5	24	2.0	0	0.0
Total Vehicles											
[--]	**7838**	131	1.8	7132	91.1	447	5.5	124	1.5	4	0.0

Data produced by
Auto Surveys Ltd

12474	MARKET LAVINGTON	Site No: 12474001	Location	Ledge Hill, Market Lavington (N of Kings Rd)
Wed 21-Jun-23 to Tue 27-Jun-23		Channel: Southeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Wed 21-Jun-23	**1400**	20	1.4	1243	88.8	98	7.0	39	2.8	0	0.0
Thu 22-Jun-23	**1420**	13	0.9	1293	91.1	89	6.3	25	1.8	0	0.0
Fri 23-Jun-23	**1369**	24	1.8	1229	89.8	93	6.8	22	1.6	1	0.1
Sat 24-Jun-23	**997**	22	2.2	920	92.3	44	4.4	11	1.1	0	0.0
Sun 25-Jun-23	**781**	16	2.1	721	92.3	33	4.2	10	1.3	1	0.1
Mon 26-Jun-23	**1335**	16	1.2	1175	88.0	116	8.7	24	1.8	4	0.3
Tue 27-Jun-23	**1273**	13	1.0	1150	90.3	83	6.5	26	2.0	1	0.1
Total Vehicles											
[--]	**8575**	124	1.5	7731	90.4	556	6.3	157	1.8	7	0.1

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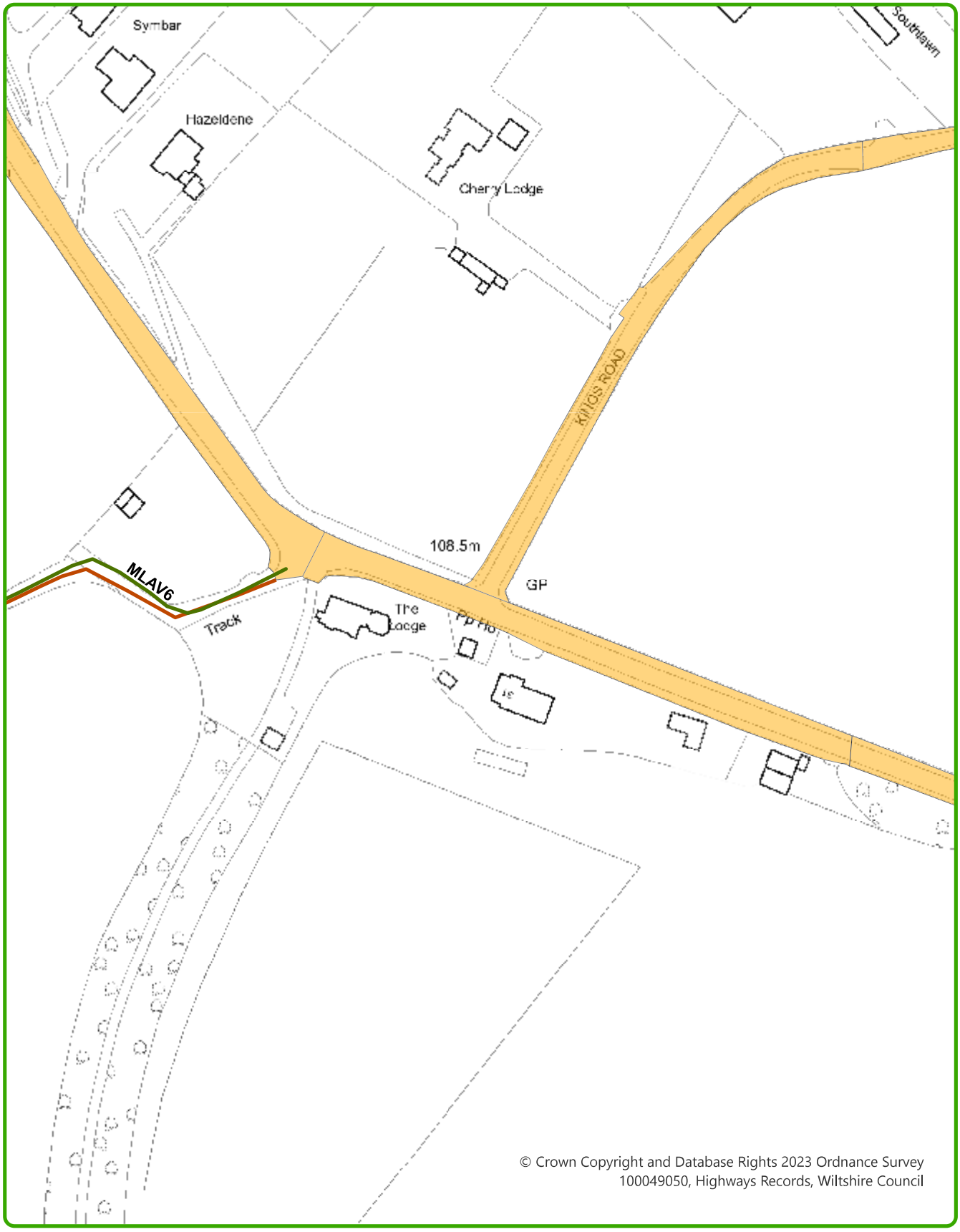
APPENDIX B

Highway Boundary Plan

Wiltshire Council

Highways Plan
Ledge Hill/Spin Hill,
Market Lavington



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100049050, Highways Records, Wiltshire Council

Please Note
The highway extent shown on this plan has been prepared for the property named above.
The extent shown cannot be relied upon for any highways that do not abut or serve the property.

24/07/2023 400688E 154847N m N 1:1,500

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