LAND AT FOXLEY CORNER, URCHFONT, WILTSHIRE

TECHNICAL NOTE 1: PROPOSED FIELD ACCESS AND GATE

1 Introduction

1.1 Condon Transport Ltd. (CT) have been appointed by Mr. D. Forster to provide highways and transport planning services to support a planning application for the creation of a field access and gate on the B3098 at Foxley Corner near Urchfont in Wiltshire. The site location is shown in **Figure 1.1** below.

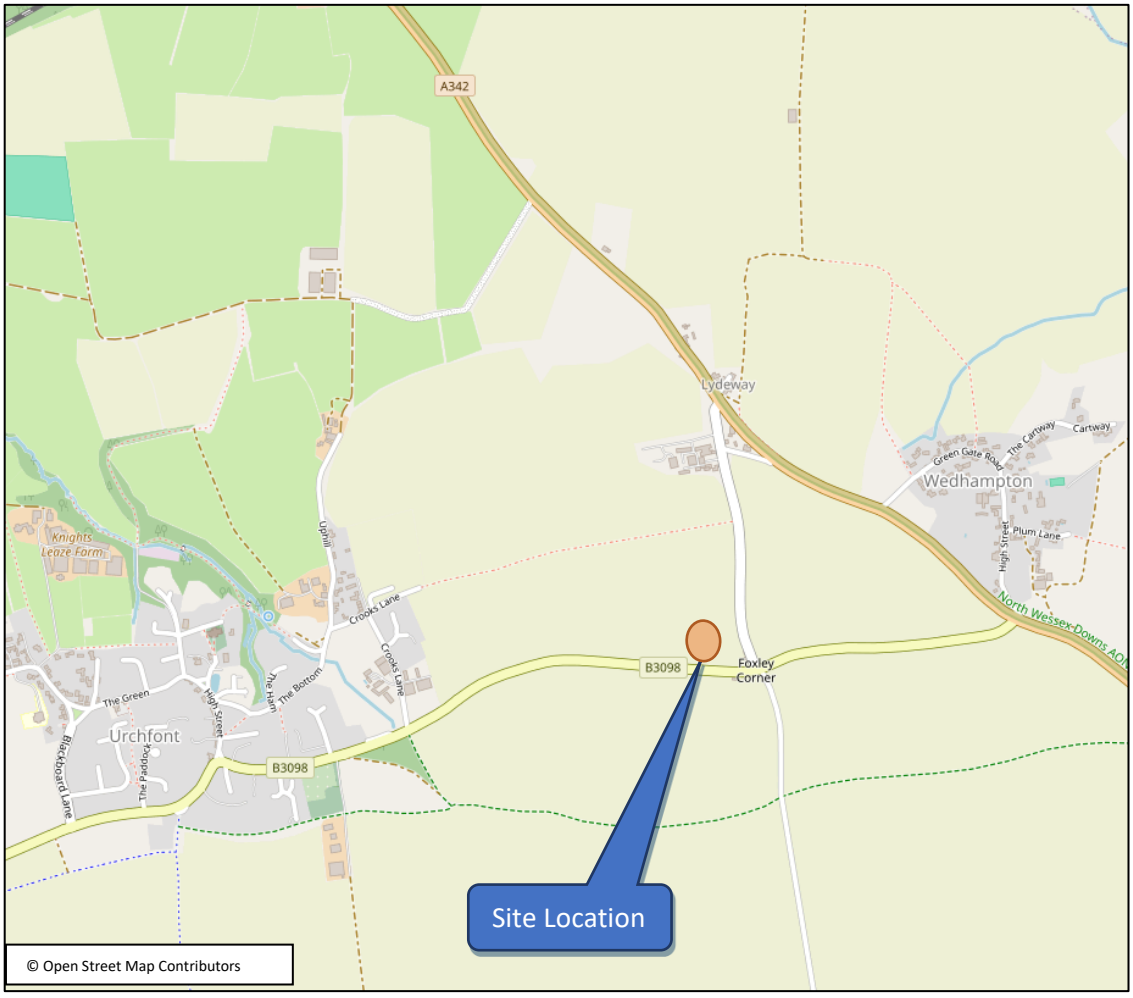


Figure 1.1: Site Location

1.2 The parcel of land is approximately 1.68ha. Access to the site was originally taken through the property known as Haydown to the east of the field. However, following sub-division of the original landholding, and subsequent land sales, the field in question no longer has an access.

1.3 It is therefore a necessity to enable an access for agricultural purposes from the public highway to serve the applicant's land.

1.4 Given these circumstances it is proposed to create a new access off the B3098.

2 Existing Conditions

2.1 The B3098 is derestricted rural road providing a single lane of travel in each direction. The road, including the verges are highway maintainable at public expense (HMPE). The highway land plan is included in **Appendix A** with an extract shown in **Figure 2.1** below:

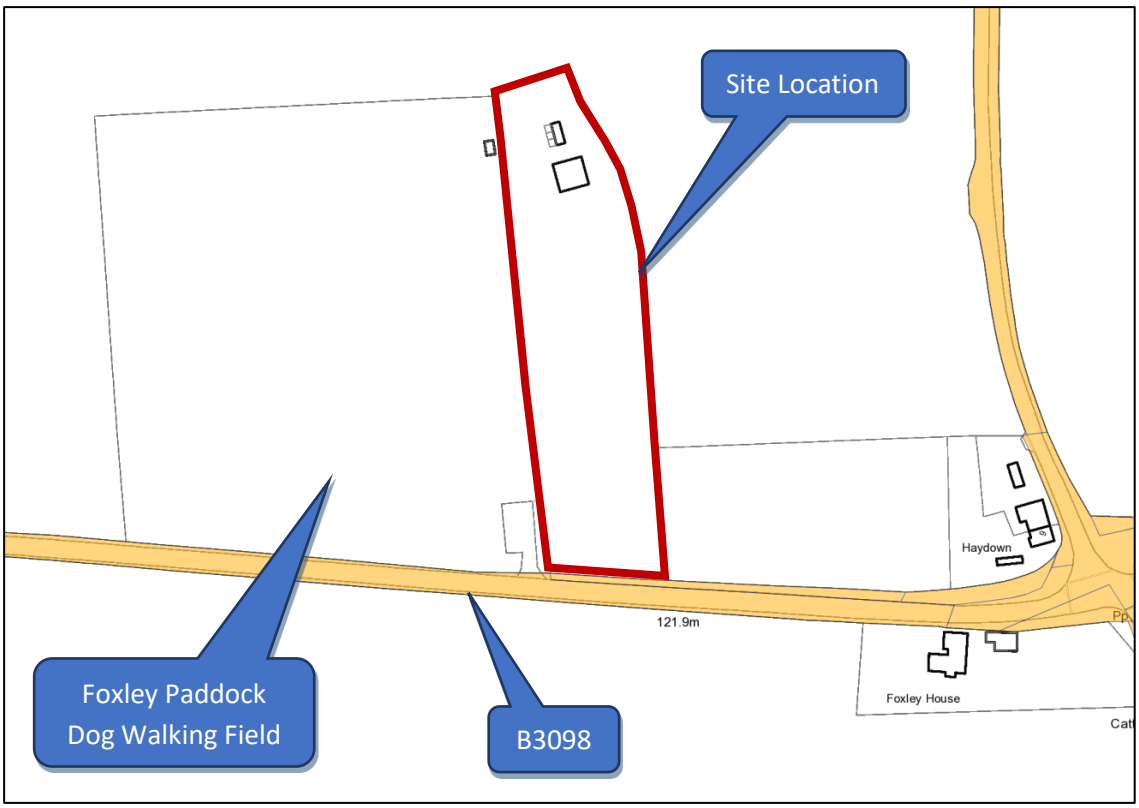


Figure 2.1: Extract of Highway Land Plan

2.2 Directly to the west of the site is the Foxley Dog Walking Field. This has its own access from the B3098 which is a simple priority T-junction. Whilst there is a gated access to the Dog Walking Field, there is a hardstanding in front of the gates to allow cars to pull clear of the carriageway. The existing Dog Walking Field access is shown in **Figure 2.2** overleaf.

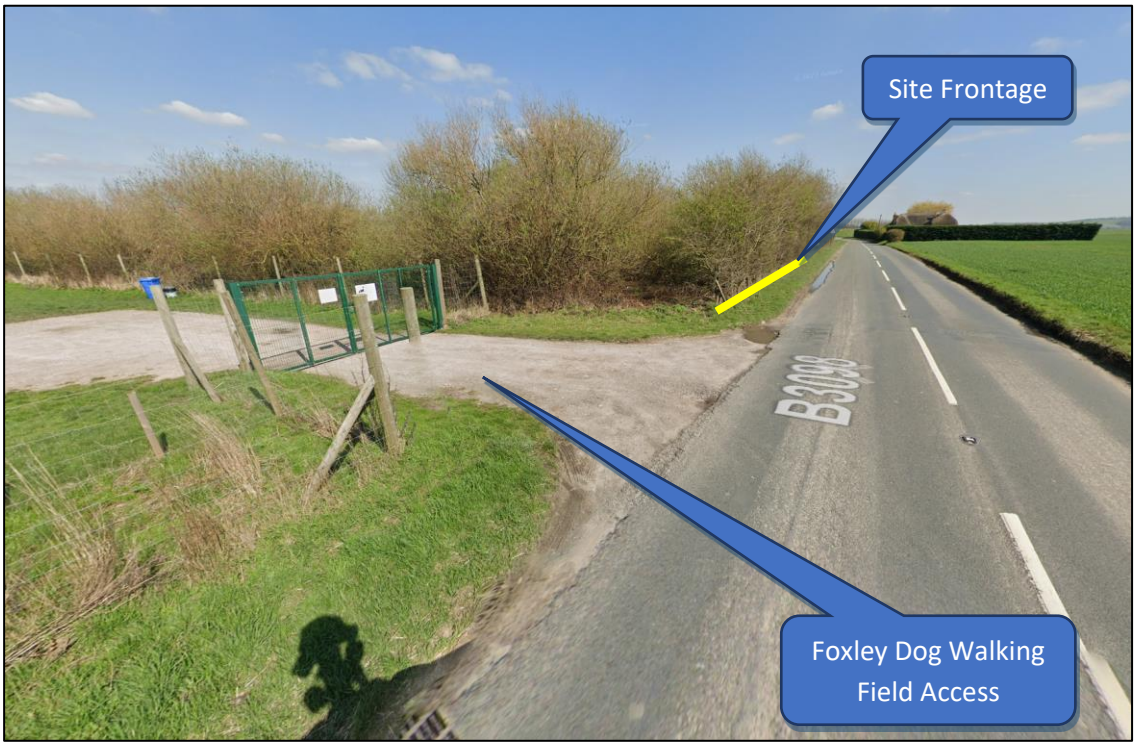


Figure 2.2: B3098 Looking East to Dog Walking Access and Site Frontage

Existing Traffic Flows and Speeds

2.3 Automatic Traffic Counter (ATC) loops were installed on the B3098 between 9th November 2023 and 15th November 2023. The locations of the ATCs are shown in **Figure 2.3**:

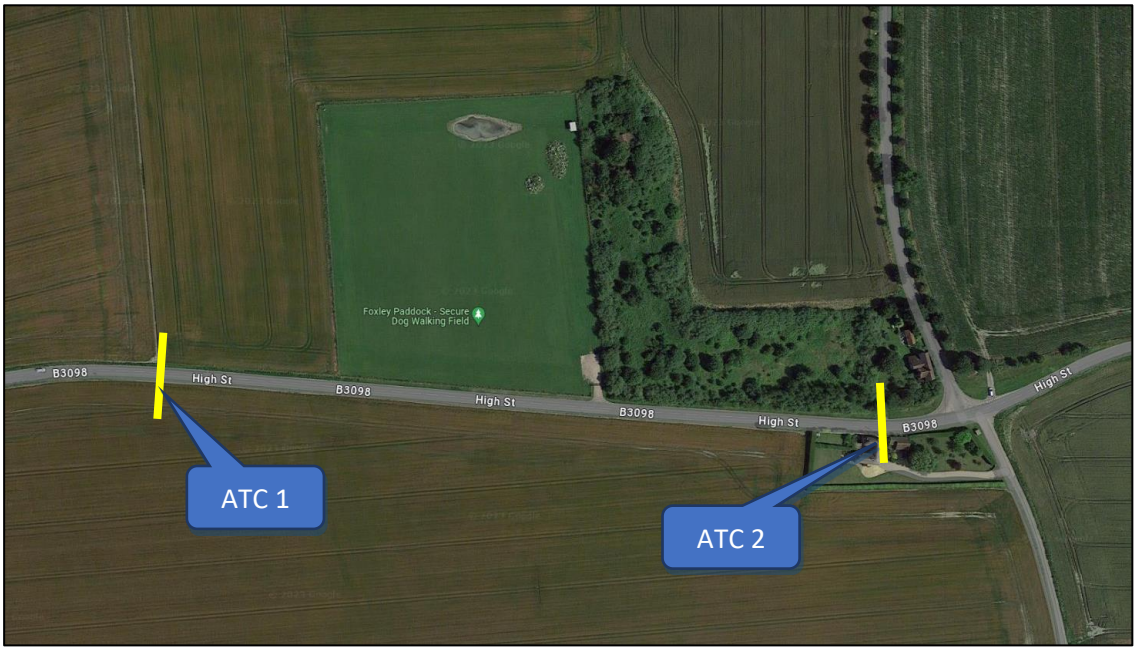


Figure 2.3: ATC Locations

2.4 The results are attached as **Appendix B** of this report and summarised in **Table 2.1**:

ATC 1			
	Eastbound	Westbound	Two-Way
AM Peak Hour (weekday average)	285	196	481
PM Peak Hour (weekday average)	182	229	411
Daily (weekday average)	2,134	2,079	4,213
Average Speed	42.4mph	43.3mph	n/a
85th Percentile Speed	54.4mph	56.3mph	n/a
ATC 2			
	Eastbound	Westbound	Two-Way
AM Peak Hour (weekday average)	280	192	472
PM Peak Hour (weekday average)	183	223	406
Daily (weekday average)	2,112	2,080	4,192
Average Speed	30.7mph	31.6mph	n/a
85th Percentile Speed	38.3mph	40.2mph	n/a

Table 2.1: B3098 ATC Results

2.5 The above results illustrate that B3098 is relatively lightly trafficked, with two-way peak hour flows of less than 500 vehicles per hour (vph) for the morning and evening peak hours.

2.6 The recorded average vehicle speeds to the west of the site (ATC1) are approximately 43mph whilst the 85th percentile speeds are between 54.4mph and 56.3mph for eastbound and 39.4mph for westbound traffic respectively.

2.7 To the east of the site (ATC2), the average speed is around 31mph whilst the 85th percentile speeds are 38.3mph for eastbound traffic and 40.2mph for westbound traffic. Given the 'S' bend on the B3098 to the east of the site, the lower recorded speeds at this location are not unexpected.

3 Proposed Access Details

3.1 The proposed access arrangement is shown in drawing 23002-002 included in **Appendix C**. In summary it is located 26 metres east of the Dog Walking Access and is in the form of a 13.5 metres wide dropped kerb vehicle crossover leading to a 4.0 metres wide entrance. This would

be sufficient to accommodate the types of vehicle likely to be generated by the general agricultural use of the land as shown in drawing 23002-003, included in **Appendix D**.

3.2 In relation to the design vehicle, the AutoTrack vehicle library has a limited selection of appropriate agricultural vehicles and a 4x4 towing a horsebox was used as a representative vehicle that would regularly visit the site. The use of a 'horsebox' would not prevent cattle or sheep being transported in a similar size 4x4 and trailer arrangement.

3.3 The access would be constructed in accordance with the Local Highway Authority's specification and surfaced in a bonded material for the first 10 metres. A five-bar gate that swings inwards would be installed at a point 10 metres back from the edge of carriageway in order to enable all vehicles to stand clear of the road whilst it is being opened or closed.

3.4 The B3092 in the vicinity of the site is derestricted and as such, light vehicles are subject to a 60mph speed limit. However, as evidenced by the ATC data, actual speeds are slower than the speed limit.

3.5 Given the above, and the fact that the B3098 is not a Trunk Road, visibility splays requirements are based the principles of Manual for Streets (MfS), particularly on the formulas included in Chapter 10 of Manual for Streets 2 (MfS2). The full calculations are included in **Appendix E** with the splay requirements summarised below:

- To the east: 2.4m x 104m based on a 40.2mph design speed.
- To the west: 2.4m x 183m based on a 56.4mph design speed.

3.6 The above visibility splays are shown on Drawing 23002-002 included in **Appendix C**. MfS and MfS2 note that visibility splays are measured to the road kerb / channel line for convenience and can be measured to the vehicle running line. To reflect this, the visibility splays are measured 0.5m from the edge of carriageway.

3.7 Within drawing 23002-002, the light blue line shows the splay requirements based on the 85th percentile speeds. To the west (looking towards eastbound traffic), it appears that the splay would require third party land associated with the dog walking field. To the east (towards westbound traffic), the splay can be provided within either applicant land or highway land.

3.8 Drawing 23002-002 also shows the achievable visibility splays as dark blue lines on the plan. To the east, the achievable splay is around 140m in length. To the west, the splay is limited to

69m. However, the drawings are based on OS Mastermap data, which is not as accurate as a full topographical survey. The OS data shows a pinch point in the highway land / verge to the west of the dog paddock access as shown **Figure 3.1** below.

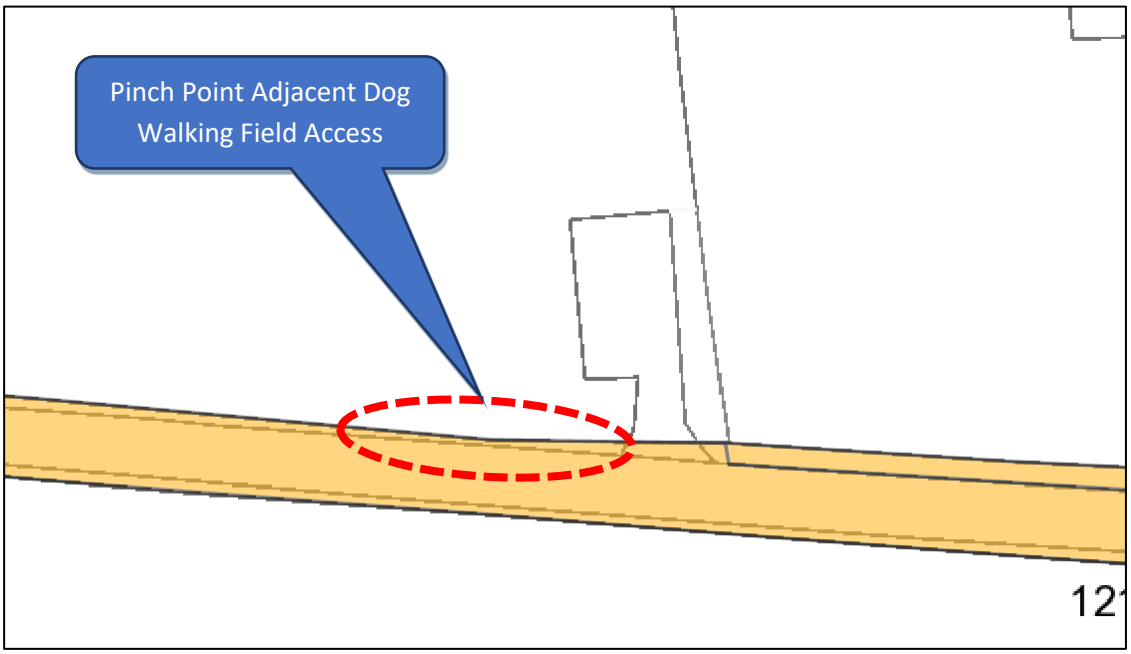


Figure 3.1: Extract of HMPE Plan

3.9 However, the view on Google Maps and Street View shows a straight field boundary without any pinch point. These are shown in **Figures 3.2** and **3.3**:

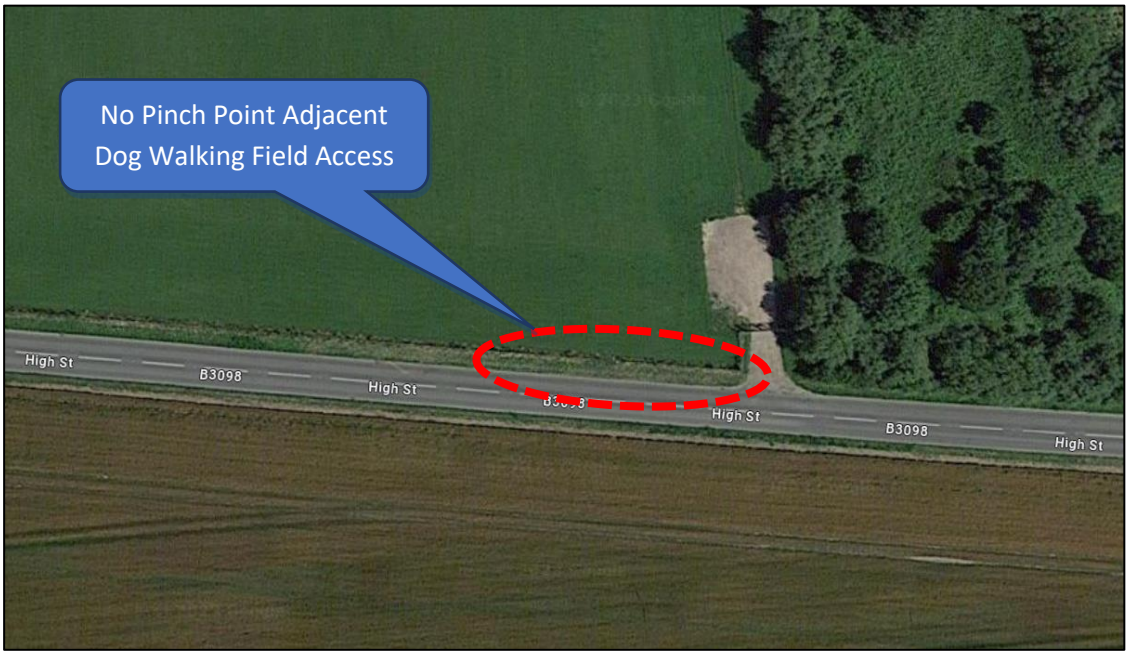


Figure 3.2: Extract from Google Maps

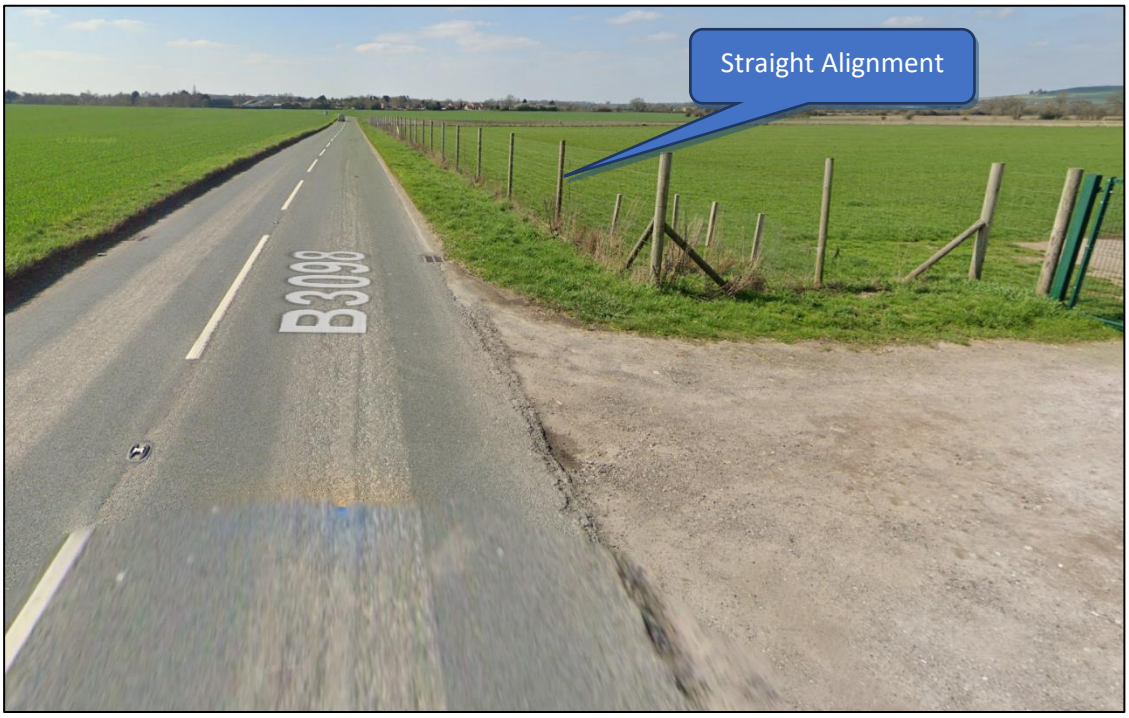


Figure 3.3: Google Street View looking West from Site

3.10 Based on the above information, it is clear that the required visibility splays can be provided within either applicant-controlled land or highway land.

3.11 Any vegetation removed to provide the visibility splays will be replaced with a mixed species hedge planted behind the proposed visibility splays.

4 Summary

4.1 In summary the proposed access would enable the applicant to enter and leave the land in a convenient and safe manner without adversely affecting the free flow of traffic on the B3098.

4.2 What's more, the proposed site access will provide visibility splays in accordance with recorded vehicle speeds within either applicant-controlled or highway land.

4.3 Based on the above there are no justifiable highways reasons why the access application should not be permitted as proposed.

3 January 2024

APPENDIX A

Highway Land Plan

Wiltshire Council

Highways Plan 09/11/2023
B3092, Urchfont, SN10 3PX



09/11/2023

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.

N
1:2,500

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APPENDIX B

ATC Results

Urchfont ATC 1, B3098 (Western Site)



Direction: Eastbound

Hour Beginning	Thu 09/11/2023	Fri 10/11/2023	Sat 11/11/2023	Sun 12/11/2023	Mon 13/11/2023	Tue 14/11/2023	Wed 15/11/2023	5-Day Ave.	7-Day Ave.
00:00	4	2	1	2	1	2	7	3	3
01:00	0	1	2	1	0	1	1	1	1
02:00	1	1	2	0	1	1	1	1	1
03:00	3	5	1	2	3	5	5	4	3
04:00	6	6	4	6	5	10	3	6	6
05:00	23	15	7	0	21	19	20	20	15
06:00	74	80	16	5	82	107	88	86	65
07:00	218	148	48	30	178	209	205	192	148
08:00	262	244	127	39	307	325	285	285	227
09:00	163	148	161	114	139	179	176	161	154
10:00	116	145	151	126	134	148	130	135	136
11:00	151	152	166	115	146	135	123	141	141
12:00	141	147	135	145	140	114	130	134	136
13:00	128	121	165	117	116	130	112	121	127
14:00	124	146	125	86	107	128	130	127	121
15:00	171	210	117	70	191	154	184	182	157
16:00	132	178	124	84	146	173	185	163	146
17:00	133	134	115	64	134	149	161	142	127
18:00	96	107	64	63	77	69	85	87	80
19:00	54	47	34	32	50	47	61	52	46
20:00	30	42	40	30	33	31	41	35	35
21:00	36	31	29	18	31	37	51	37	33
22:00	15	8	27	6	17	11	11	12	14
23:00	2	13	8	5	3	9	5	6	6
Total									
12H(7-19)	1835	1880	1498	1053	1815	1913	1906	1870	1700
16H(6-22)	2029	2080	1617	1138	2011	2135	2147	2080	1880
18H(6-24)	2046	2101	1652	1149	2031	2155	2163	2099	1900
24H(0-24)	2083	2131	1669	1160	2062	2193	2200	2134	1928
AM Peak	08:00	08:00	11:00	10:00	08:00	08:00	08:00	08:00	08:00
	262	244	166	126	307	325	285	285	227
PM Peak	15:00	15:00	13:00	12:00	15:00	16:00	16:00	15:00	15:00
	171	210	165	145	191	173	185	182	157

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Direction: Westbound

Hour Beginning	Thu 09/11/2023	Fri 10/11/2023	Sat 11/11/2023	Sun 12/11/2023	Mon 13/11/2023	Tue 14/11/2023	Wed 15/11/2023	5-Day Ave.	7-Day Ave.
00:00	0	3	3	10	1	2	7	3	4
01:00	4	0	6	1	1	1	1	1	2
02:00	0	1	3	4	0	1	0	0	1
03:00	1	0	0	0	0	2	0	1	0
04:00	3	2	2	1	1	1	1	2	2
05:00	9	4	1	3	2	4	1	4	3
06:00	21	18	10	5	24	20	25	22	18
07:00	97	86	27	18	106	126	111	105	82
08:00	193	179	65	32	185	234	190	196	154
09:00	109	110	97	68	86	134	103	108	101
10:00	101	121	155	114	120	119	96	111	118
11:00	119	134	159	109	103	134	99	118	122
12:00	130	145	204	135	137	122	158	138	147
13:00	138	155	164	121	120	134	119	133	136
14:00	153	168	149	126	161	146	151	156	151
15:00	208	242	136	102	208	196	228	216	189
16:00	232	244	149	132	219	233	216	229	204
17:00	208	211	118	71	193	195	220	205	174
18:00	140	103	77	48	109	144	140	127	109
19:00	83	74	48	40	88	93	91	86	74
20:00	39	43	42	33	51	48	32	43	41
21:00	43	29	37	17	29	39	52	38	35
22:00	32	33	35	15	15	20	33	27	26
23:00	5	13	13	8	10	8	10	9	10
Total									
12H(7-19)	1828	1898	1500	1076	1747	1917	1831	1844	1685
16H(6-22)	2014	2062	1637	1171	1939	2117	2031	2033	1853
18H(6-24)	2051	2108	1685	1194	1964	2145	2074	2068	1889
24H(0-24)	2068	2118	1700	1213	1969	2156	2084	2079	1901
AM Peak	08:00	08:00	11:00	10:00	08:00	08:00	08:00	08:00	08:00
	193	179	159	114	185	234	190	196	154
PM Peak	16:00	16:00	12:00	12:00	16:00	16:00	15:00	16:00	16:00
	232	244	204	135	219	233	228	229	204

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Direction: Total Flow

Hour Beginning	Thu 09/11/2023	Fri 10/11/2023	Sat 11/11/2023	Sun 12/11/2023	Mon 13/11/2023	Tue 14/11/2023	Wed 15/11/2023	5-Day Ave.	7-Day Ave.
00:00	4	5	4	12	2	4	14	6	6
01:00	4	1	8	2	1	2	2	2	3
02:00	1	2	5	4	1	2	1	1	2
03:00	4	5	1	2	3	7	5	5	4
04:00	9	8	6	7	6	11	4	8	7
05:00	32	19	8	3	23	23	21	24	18
06:00	95	98	26	10	106	127	113	108	82
07:00	315	234	75	48	284	335	316	297	230
08:00	455	423	192	71	492	559	475	481	381
09:00	272	258	258	182	225	313	279	269	255
10:00	217	266	306	240	254	267	226	246	254
11:00	270	286	325	224	249	269	222	259	264
12:00	271	292	339	280	277	236	288	273	283
13:00	266	276	329	238	236	264	231	255	263
14:00	277	314	274	212	268	274	281	283	271
15:00	379	452	253	172	399	350	412	398	345
16:00	364	422	273	216	365	406	401	392	350
17:00	341	345	233	135	327	344	381	348	301
18:00	236	210	141	111	186	213	225	214	189
19:00	137	121	82	72	138	140	152	138	120
20:00	69	85	82	63	84	79	73	78	76
21:00	79	60	66	35	60	76	103	76	68
22:00	47	41	62	21	32	31	44	39	40
23:00	7	26	21	13	13	17	15	16	16
Total									
12H(7-19)	3663	3778	2998	2129	3562	3830	3737	3714	3385
16H(6-22)	4043	4142	3254	2309	3950	4252	4178	4113	3733
18H(6-24)	4097	4209	3337	2343	3995	4300	4237	4168	3788
24H(0-24)	4151	4249	3369	2373	4031	4349	4284	4213	3829
AM Peak	08:00	08:00	11:00	10:00	08:00	08:00	08:00	08:00	08:00
	455	423	325	240	492	559	475	481	381
PM Peak	15:00	15:00	12:00	12:00	15:00	16:00	15:00	15:00	16:00
	379	452	339	280	399	406	412	398	350

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Urchfont ATC 1, B3098 (Western Site)

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 9 Nov 2023	2083	1713	337	7	26
Fri 10 Nov 2023	2131	1774	321	9	27
Sat 11 Nov 2023	1669	1508	149	5	7
Sun 12 Nov 2023	1160	1050	107	2	1
Mon 13 Nov 2023	2062	1728	305	10	19
Tue 14 Nov 2023	2193	1816	344	8	25
Wed 15 Nov 2023	2200	1845	319	7	29
5 Day Ave.	2134	1775	325	8	25
7 Day Ave.	1928	1633	269	7	19

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 9 Nov 2023	100.0%	82.2%	16.2%	0.3%	1.2%
Fri 10 Nov 2023	100.0%	83.2%	15.1%	0.4%	1.3%
Sat 11 Nov 2023	100.0%	90.4%	8.9%	0.3%	0.4%
Sun 12 Nov 2023	100.0%	90.5%	9.2%	0.2%	0.1%
Mon 13 Nov 2023	100.0%	83.8%	14.8%	0.5%	0.9%
Tue 14 Nov 2023	100.0%	82.8%	15.7%	0.4%	1.1%
Wed 15 Nov 2023	100.0%	83.9%	14.5%	0.3%	1.3%
5 Day Ave.	100.0%	83.2%	15.2%	0.4%	1.2%
7 Day Ave.	100.0%	84.7%	13.9%	0.4%	1.0%

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Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 9 Nov 2023	2068	1758	292	3	15
Fri 10 Nov 2023	2118	1816	281	9	12
Sat 11 Nov 2023	1700	1566	120	8	6
Sun 12 Nov 2023	1213	1120	92	1	0
Mon 13 Nov 2023	1969	1690	260	3	16
Tue 14 Nov 2023	2156	1842	283	6	25
Wed 15 Nov 2023	2084	1795	262	3	24
5 Day Ave.	2079	1780	276	5	18
7 Day Ave.	1901	1655	227	5	14

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 9 Nov 2023	100.0%	85.0%	14.1%	0.1%	0.7%
Fri 10 Nov 2023	100.0%	85.7%	13.3%	0.4%	0.6%
Sat 11 Nov 2023	100.0%	92.1%	7.1%	0.5%	0.4%
Sun 12 Nov 2023	100.0%	92.3%	7.6%	0.1%	0.0%
Mon 13 Nov 2023	100.0%	85.8%	13.2%	0.2%	0.8%
Tue 14 Nov 2023	100.0%	85.4%	13.1%	0.3%	1.2%
Wed 15 Nov 2023	100.0%	86.1%	12.6%	0.1%	1.2%
5 Day Ave.	100.0%	85.6%	13.3%	0.2%	0.9%
7 Day Ave.	100.0%	87.1%	11.9%	0.2%	0.7%

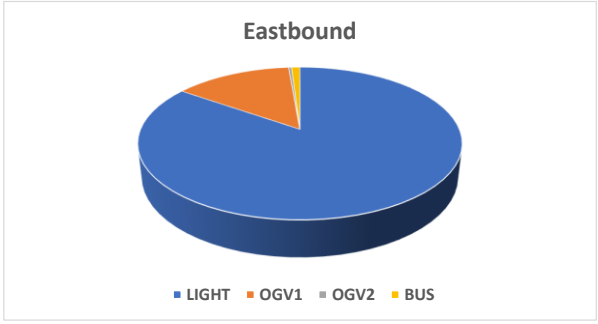
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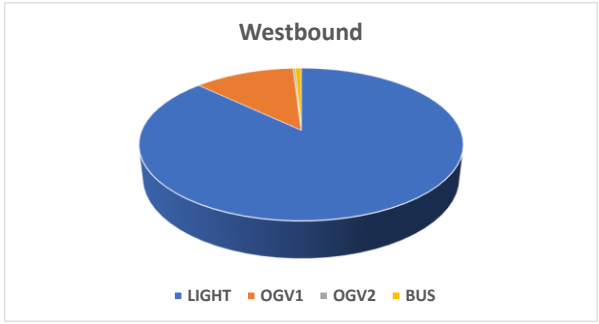
Direction: Total Flow

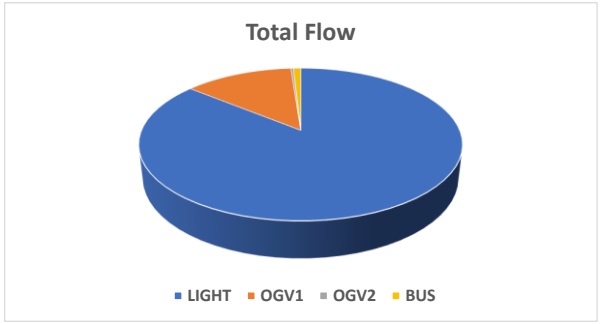
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 9 Nov 2023	4151	3471	629	10	41
Fri 10 Nov 2023	4249	3590	602	18	39
Sat 11 Nov 2023	3369	3074	269	13	13
Sun 12 Nov 2023	2373	2170	199	3	1
Mon 13 Nov 2023	4031	3418	565	13	35
Tue 14 Nov 2023	4349	3658	627	14	50
Wed 15 Nov 2023	4284	3640	581	10	53
5 Day Ave.	4213	3555	601	13	44
7 Day Ave.	3829	3289	496	12	33

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 9 Nov 2023	100.0%	83.6%	15.2%	0.2%	1.0%
Fri 10 Nov 2023	100.0%	84.5%	14.2%	0.4%	0.9%
Sat 11 Nov 2023	100.0%	91.2%	8.0%	0.4%	0.4%
Sun 12 Nov 2023	100.0%	91.4%	8.4%	0.1%	0.0%
Mon 13 Nov 2023	100.0%	84.8%	14.0%	0.3%	0.9%
Tue 14 Nov 2023	100.0%	84.1%	14.4%	0.3%	1.1%
Wed 15 Nov 2023	100.0%	85.0%	13.6%	0.2%	1.2%
5 Day Ave.	100.0%	84.4%	14.3%	0.3%	1.0%
7 Day Ave.	100.0%	85.9%	13.0%	0.3%	0.9%

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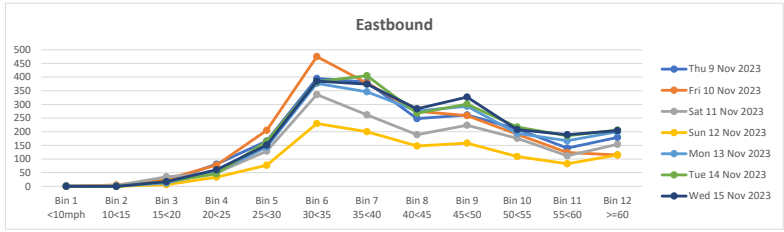


Urchfont ATC 1, B3098 (Western Site)

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Thu 9 Nov 2023	2083	54.1	42.0	11.6	2	1	18	81	166	395	382	248	261	210	140	179
Fri 10 Nov 2023	2131	51.8	40.4	11.0	0	5	26	78	205	475	378	275	259	191	124	115
Sat 11 Nov 2023	1669	54.6	42.2	12.0	0	3	35	49	129	336	262	189	224	176	112	154
Sun 12 Nov 2023	1160	54.8	42.9	11.5	0	0	6	34	77	230	200	148	158	109	83	115
Mon 13 Nov 2023	2062	55.1	43.2	11.5	0	0	12	53	144	377	346	276	293	194	167	200
Tue 14 Nov 2023	2193	55.0	43.1	11.5	0	0	17	46	165	383	405	268	301	217	185	206
Wed 15 Nov 2023	2200	55.1	43.2	11.5	0	0	17	61	151	385	374	284	327	208	189	204
5 Day Ave.	2134	54.2	42.4	11.4	0	1	18	64	166	403	377	270	288	204	161	181
7 Day Ave.	1928	54.4	42.4	11.5	0	1	19	57	148	369	335	241	260	186	143	168

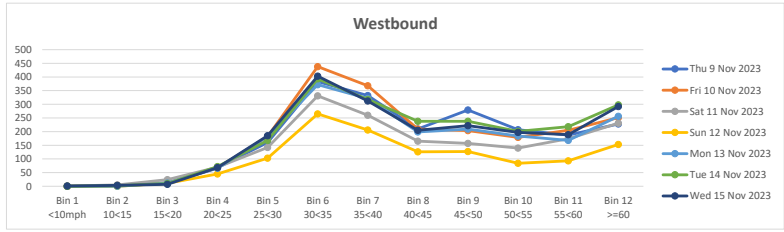
Paul Castle Associates



Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Thu 9 Nov 2023	2068	55.9	43.4	12.1	0	2	12	68	160	383	332	210	279	207	187	228
Fri 10 Nov 2023	2118	55.8	42.9	12.4	0	3	12	67	182	438	368	209	204	179	205	251
Sat 11 Nov 2023	1700	56.8	43.1	13.1	1	5	24	70	142	331	260	165	157	140	174	231
Sun 12 Nov 2023	1213	55.4	42.4	12.5	0	0	11	45	103	265	206	126	127	84	93	153
Mon 13 Nov 2023	1969	56.3	43.3	12.6	0	0	12	66	182	372	321	199	209	184	168	256
Tue 14 Nov 2023	2156	57.1	44.1	12.6	0	2	10	72	168	393	318	238	238	201	218	298
Wed 15 Nov 2023	2084	56.9	43.7	12.7	1	3	7	68	185	403	312	205	222	197	189	292
5 Day Ave.	2079	56.4	43.5	12.5	0	2	11	68	175	398	330	212	230	194	193	265
7 Day Ave.	1901	56.3	43.3	12.6	0	2	13	65	160	369	302	193	205	170	176	244

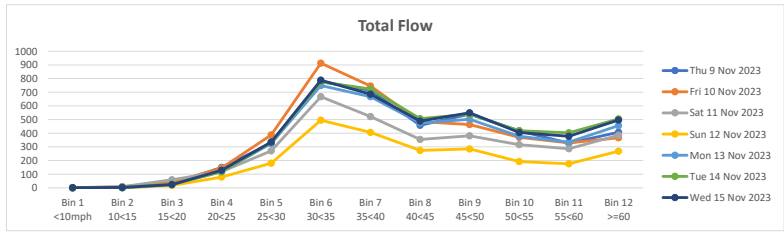
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Thu 9 Nov 2023	4151	55.0	42.7	11.9	2	3	30	149	326	778	714	458	540	417	327	407
Fri 10 Nov 2023	4249	53.9	41.7	11.8	0	8	38	145	387	913	746	484	463	370	329	366
Sat 11 Nov 2023	3369	55.7	42.7	12.6	1	8	59	119	271	667	522	354	381	316	286	385
Sun 12 Nov 2023	2373	55.1	42.6	12.0	0	0	17	79	180	495	406	274	285	193	176	268
Mon 13 Nov 2023	4031	55.7	43.2	12.0	0	0	24	119	326	749	667	475	502	378	335	456
Tue 14 Nov 2023	4349	56.1	43.6	12.1	0	2	27	118	333	776	723	506	539	418	403	504
Wed 15 Nov 2023	4284	56.0	43.4	12.1	1	3	24	129	336	788	686	489	549	405	378	496
5 Day Ave.	4213	55.3	42.9	12.0	1	3	29	132	342	801	707	482	519	398	354	446
7 Day Ave.	3829	55.4	42.8	12.1	1	3	31	123	308	738	638	434	466	357	319	412

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Urchfont ATC 2, B3098 (Eastern Site)



Direction: Eastbound

Hour Beginning	Thu 09/11/2023	Fri 10/11/2023	Sat 11/11/2023	Sun 12/11/2023	Mon 13/11/2023	Tue 14/11/2023	Wed 15/11/2023	5-Day Ave.	7-Day Ave.
00:00	4	2	2	3	1	2	6	3	3
01:00	0	0	2	1	0	1	0	0	1
02:00	1	1	2	0	1	0	1	1	1
03:00	5	5	2	1	5	4	6	5	4
04:00	5	6	5	4	4	9	4	6	5
05:00	21	18	5	0	19	17	24	20	15
06:00	75	70	20	8	77	99	89	82	63
07:00	215	154	53	27	170	212	198	190	147
08:00	258	250	127	52	286	312	293	280	225
09:00	163	150	164	114	147	170	168	160	154
10:00	120	140	162	128	137	147	130	135	138
11:00	152	160	170	113	147	134	123	143	143
12:00	133	139	137	140	136	124	132	133	134
13:00	124	121	162	113	126	119	117	121	126
14:00	130	141	120	90	104	118	118	122	117
15:00	186	199	121	75	177	159	194	183	159
16:00	132	190	121	75	146	166	177	162	144
17:00	140	132	99	69	140	143	154	142	125
18:00	89	99	67	65	76	78	82	85	79
19:00	61	44	37	32	45	49	68	53	48
20:00	28	36	35	31	36	31	36	33	33
21:00	33	24	23	15	24	40	51	34	30
22:00	13	12	23	8	12	14	12	13	13
23:00	3	13	9	3	4	7	5	6	6
Total									
12H(7-19)	1842	1875	1503	1061	1792	1882	1886	1855	1692
16H(6-22)	2039	2049	1618	1147	1974	2101	2130	2059	1865
18H(6-24)	2055	2074	1650	1158	1990	2122	2147	2078	1885
24H(0-24)	2091	2106	1668	1167	2020	2155	2188	2112	1914
AM Peak	08:00	08:00	11:00	10:00	08:00	08:00	08:00	08:00	08:00
	258	250	170	128	286	312	293	280	225
PM Peak	15:00	15:00	13:00	12:00	15:00	16:00	15:00	15:00	15:00
	186	199	162	140	177	166	194	183	159

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Direction: Westbound

Hour Beginning	Thu 09/11/2023	Fri 10/11/2023	Sat 11/11/2023	Sun 12/11/2023	Mon 13/11/2023	Tue 14/11/2023	Wed 15/11/2023	5-Day Ave.	7-Day Ave.
00:00	0	1	8	9	2	2	5	2	4
01:00	4	0	5	1	1	1	1	1	2
02:00	0	1	4	3	0	1	0	0	1
03:00	1	0	0	0	0	2	0	1	0
04:00	2	2	2	1	1	1	2	2	2
05:00	8	4	1	1	2	3	1	4	3
06:00	18	15	8	5	24	21	21	20	16
07:00	110	94	29	18	115	113	117	110	85
08:00	198	180	70	32	178	222	182	192	152
09:00	110	102	102	61	82	141	116	110	102
10:00	109	113	153	112	106	106	94	106	113
11:00	121	138	165	103	96	136	106	119	124
12:00	135	149	210	125	147	108	156	139	147
13:00	145	164	163	119	128	136	126	140	140
14:00	149	169	150	124	160	139	150	153	149
15:00	202	250	136	104	200	192	216	212	186
16:00	234	226	145	125	208	232	216	223	198
17:00	209	223	117	66	201	203	235	214	179
18:00	142	110	75	48	110	143	149	131	111
19:00	87	73	50	37	91	88	92	86	74
20:00	35	40	40	33	43	46	32	39	38
21:00	45	38	36	21	35	38	47	41	37
22:00	27	34	34	12	22	22	30	27	26
23:00	9	15	18	6	7	5	7	9	10
Total									
12H(7-19)	1864	1918	1515	1037	1731	1871	1863	1849	1686
16H(6-22)	2049	2084	1649	1133	1924	2064	2055	2035	1851
18H(6-24)	2085	2133	1701	1151	1953	2091	2092	2071	1887
24H(0-24)	2100	2141	1721	1166	1959	2101	2101	2080	1898
AM Peak	08:00	08:00	11:00	10:00	08:00	08:00	08:00	08:00	08:00
	198	180	165	112	178	222	182	192	152
PM Peak	16:00	15:00	12:00	12:00	16:00	16:00	17:00	16:00	16:00
	234	250	210	125	208	232	235	223	198

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Direction: Total Flow

Hour Beginning	Thu 09/11/2023	Fri 10/11/2023	Sat 11/11/2023	Sun 12/11/2023	Mon 13/11/2023	Tue 14/11/2023	Wed 15/11/2023	5-Day Ave.	7-Day Ave.
00:00	4	3	10	12	3	4	11	5	7
01:00	4	0	7	2	1	2	1	2	2
02:00	1	2	6	3	1	1	1	1	2
03:00	6	5	2	1	5	6	6	6	4
04:00	7	8	7	5	5	10	6	7	7
05:00	29	22	6	1	21	20	25	23	18
06:00	93	85	28	13	101	120	110	102	79
07:00	325	248	82	45	285	325	315	300	232
08:00	456	430	197	84	464	534	475	472	377
09:00	273	252	266	175	229	311	284	270	256
10:00	229	253	315	240	243	253	224	240	251
11:00	273	298	335	216	243	270	229	263	266
12:00	268	288	347	265	283	232	288	272	282
13:00	269	285	325	232	254	255	243	261	266
14:00	279	310	270	214	264	257	268	276	266
15:00	388	449	257	179	377	351	410	395	344
16:00	366	416	266	200	354	398	393	385	342
17:00	349	355	216	135	341	346	389	356	304
18:00	231	209	142	113	186	221	231	216	190
19:00	148	117	87	69	136	137	160	140	122
20:00	63	76	75	64	79	77	68	73	72
21:00	78	62	59	36	59	78	98	75	67
22:00	40	46	57	20	34	36	42	40	39
23:00	12	28	27	9	11	12	12	15	16
Total									
12H(7-19)	3706	3793	3018	2098	3523	3753	3749	3705	3377
16H(6-22)	4088	4133	3267	2280	3898	4165	4185	4094	3717
18H(6-24)	4140	4207	3351	2309	3943	4213	4239	4148	3772
24H(0-24)	4191	4247	3389	2333	3979	4256	4289	4192	3812
AM Peak	08:00	08:00	11:00	10:00	08:00	08:00	08:00	08:00	08:00
	456	430	335	240	464	534	475	472	377
PM Peak	15:00	15:00	12:00	12:00	15:00	16:00	15:00	15:00	15:00
	388	449	347	265	377	398	410	395	344

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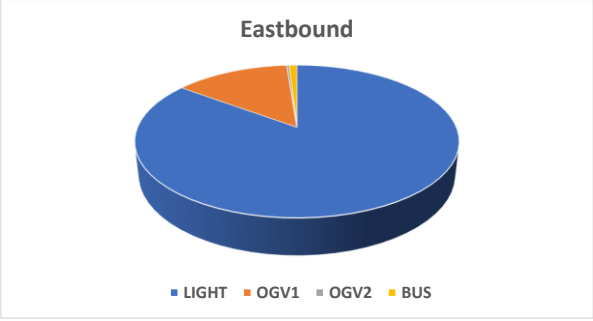
Urchfont ATC 2, B3098 (Eastern Site)

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 9 Nov 2023	2091	1736	324	7	24
Fri 10 Nov 2023	2106	1773	302	8	23
Sat 11 Nov 2023	1668	1505	151	5	7
Sun 12 Nov 2023	1167	1057	108	1	1
Mon 13 Nov 2023	2020	1694	299	8	19
Tue 14 Nov 2023	2155	1796	329	5	25
Wed 15 Nov 2023	2188	1843	313	7	25
5 Day Ave.	2112	1768	313	7	23
7 Day Ave.	1914	1629	261	6	18

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 9 Nov 2023	100.0%	83.0%	15.5%	0.3%	1.1%
Fri 10 Nov 2023	100.0%	84.2%	14.3%	0.4%	1.1%
Sat 11 Nov 2023	100.0%	90.2%	9.1%	0.3%	0.4%
Sun 12 Nov 2023	100.0%	90.6%	9.3%	0.1%	0.1%
Mon 13 Nov 2023	100.0%	83.9%	14.8%	0.4%	0.9%
Tue 14 Nov 2023	100.0%	83.3%	15.3%	0.2%	1.2%
Wed 15 Nov 2023	100.0%	84.2%	14.3%	0.3%	1.1%
5 Day Ave.	100.0%	83.7%	14.8%	0.3%	1.1%
7 Day Ave.	100.0%	85.1%	13.6%	0.3%	0.9%

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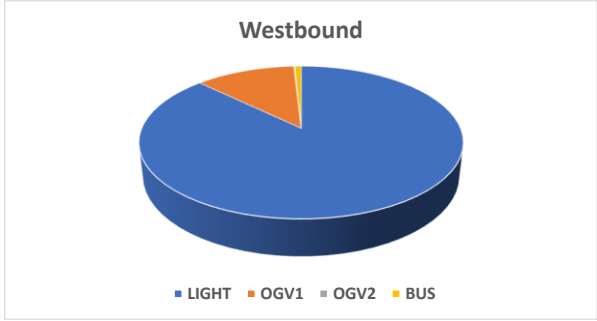


Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 9 Nov 2023	2100	1794	286	3	17
Fri 10 Nov 2023	2141	1834	290	2	15
Sat 11 Nov 2023	1721	1589	121	4	7
Sun 12 Nov 2023	1166	1082	84	0	0
Mon 13 Nov 2023	1959	1686	253	2	18
Tue 14 Nov 2023	2101	1794	281	2	24
Wed 15 Nov 2023	2101	1814	262	3	22
5 Day Ave.	2080	1784	274	2	19
7 Day Ave.	1898	1656	225	2	15

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 9 Nov 2023	100.0%	85.4%	13.6%	0.1%	0.8%
Fri 10 Nov 2023	100.0%	85.7%	13.5%	0.1%	0.7%
Sat 11 Nov 2023	100.0%	92.3%	7.0%	0.2%	0.4%
Sun 12 Nov 2023	100.0%	92.8%	7.2%	0.0%	0.0%
Mon 13 Nov 2023	100.0%	86.1%	12.9%	0.1%	0.9%
Tue 14 Nov 2023	100.0%	85.4%	13.4%	0.1%	1.1%
Wed 15 Nov 2023	100.0%	86.3%	12.5%	0.1%	1.0%
5 Day Ave.	100.0%	85.8%	13.2%	0.1%	0.9%
7 Day Ave.	100.0%	87.2%	11.9%	0.1%	0.8%

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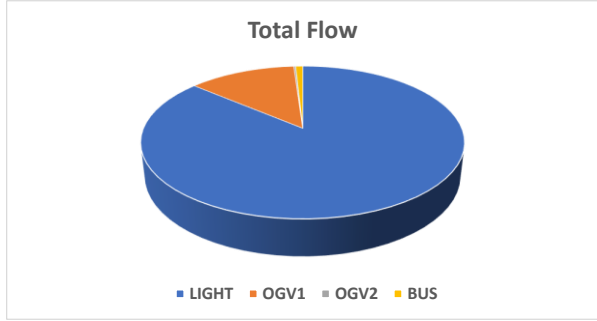


Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 9 Nov 2023	4191	3530	610	10	41
Fri 10 Nov 2023	4247	3607	592	10	38
Sat 11 Nov 2023	3389	3094	272	9	14
Sun 12 Nov 2023	2333	2139	192	1	1
Mon 13 Nov 2023	3979	3380	552	10	37
Tue 14 Nov 2023	4256	3590	610	7	49
Wed 15 Nov 2023	4289	3657	575	10	47
5 Day Ave.	4192	3553	588	9	42
7 Day Ave.	3812	3285	486	8	32

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 9 Nov 2023	100.0%	84.2%	14.6%	0.2%	1.0%
Fri 10 Nov 2023	100.0%	84.9%	13.9%	0.2%	0.9%
Sat 11 Nov 2023	100.0%	91.3%	8.0%	0.3%	0.4%
Sun 12 Nov 2023	100.0%	91.7%	8.2%	0.0%	0.0%
Mon 13 Nov 2023	100.0%	84.9%	13.9%	0.3%	0.9%
Tue 14 Nov 2023	100.0%	84.4%	14.3%	0.2%	1.2%
Wed 15 Nov 2023	100.0%	85.3%	13.4%	0.2%	1.1%
5 Day Ave.	100.0%	84.7%	14.0%	0.2%	1.0%
7 Day Ave.	100.0%	86.2%	12.8%	0.2%	0.9%

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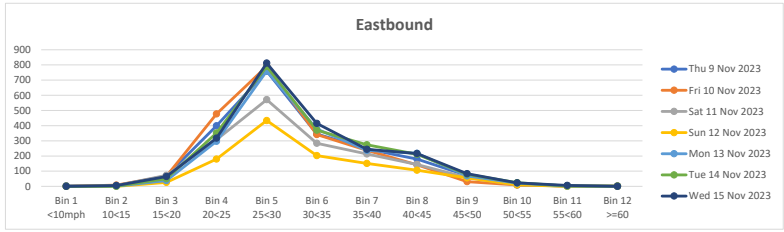


Urchfont ATC 2, B3098 (Eastern Site)

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Thu 9 Nov 2023	2091	38.0	30.3	7.4	3	4	69	399	759	345	246	180	72	9	3	2
Fri 10 Nov 2023	2106	36.4	29.4	6.8	0	8	67	477	791	341	237	142	31	9	3	0
Sat 11 Nov 2023	1668	38.2	30.4	7.5	0	5	73	308	571	284	213	144	58	10	1	1
Sun 12 Nov 2023	1167	39.0	31.2	7.5	0	0	26	180	434	203	151	106	56	10	0	1
Mon 13 Nov 2023	2020	38.8	31.3	7.3	0	1	38	297	760	378	237	217	69	21	2	0
Tue 14 Nov 2023	2155	38.9	31.1	7.5	0	1	51	351	790	370	274	211	80	24	2	1
Wed 15 Nov 2023	2188	38.9	31.1	7.5	0	5	65	318	812	415	244	216	84	23	6	0
5 Day Ave.	2112	38.2	30.6	7.3	1	4	58	368	782	370	248	193	67	17	3	1
7 Day Ave.	1914	38.3	30.7	7.4	0	3	56	333	702	334	229	174	64	15	2	1

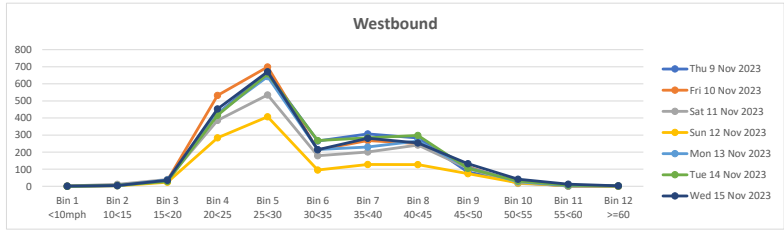
Paul Castle Associates



Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Thu 9 Nov 2023	2100	39.8	31.5	8.0	1	5	35	426	666	265	307	283	83	27	1	1
Fri 10 Nov 2023	2141	39.5	31.0	8.2	0	4	35	532	699	213	268	250	114	22	2	2
Sat 11 Nov 2023	1721	40.2	31.4	8.6	2	11	40	386	535	179	201	241	105	17	4	0
Sun 12 Nov 2023	1166	39.9	31.0	8.6	0	3	24	284	407	95	128	127	74	20	3	1
Mon 13 Nov 2023	1959	40.2	31.5	8.4	0	3	37	426	642	215	230	265	109	26	3	3
Tue 14 Nov 2023	2101	40.5	31.9	8.3	0	5	28	416	658	268	284	298	105	31	6	2
Wed 15 Nov 2023	2101	40.9	31.8	8.7	1	4	35	453	671	214	281	254	132	41	12	3
5 Day Ave.	2080	40.2	31.6	8.3	0	4	34	451	667	235	274	270	109	29	5	2
7 Day Ave.	1898	40.2	31.4	8.4	1	5	33	418	611	207	243	245	103	26	4	2

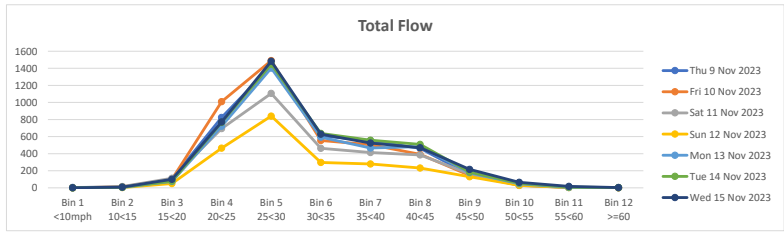
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Direction: Total Flow

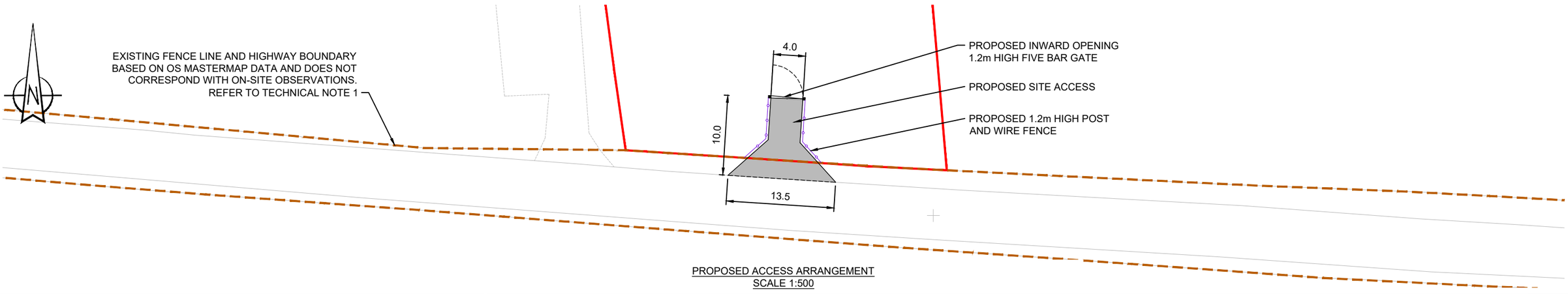
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Thu 9 Nov 2023	4191	39.0	30.9	7.8	4	9	104	825	1425	610	553	463	155	36	4	3
Fri 10 Nov 2023	4247	38.0	30.2	7.6	0	12	102	1009	1490	554	505	392	145	31	5	2
Sat 11 Nov 2023	3389	39.3	30.9	8.1	2	16	113	694	1106	463	414	385	163	27	5	1
Sun 12 Nov 2023	2333	39.4	31.1	8.0	0	3	50	464	841	298	279	233	130	30	3	2
Mon 13 Nov 2023	3979	39.5	31.4	7.9	0	4	75	723	1402	593	467	482	178	47	5	3
Tue 14 Nov 2023	4256	39.7	31.5	7.9	0	6	79	767	1448	638	558	509	185	55	8	3
Wed 15 Nov 2023	4289	39.9	31.5	8.2	1	9	100	771	1483	629	525	470	216	64	18	3
5 Day Ave.	4192	39.2	31.1	7.9	1	8	92	819	1450	605	522	463	176	47	8	3
7 Day Ave.	3812	39.3	31.1	7.9	1	8	89	750	1314	541	472	419	167	41	7	2

Paul Castle Associates

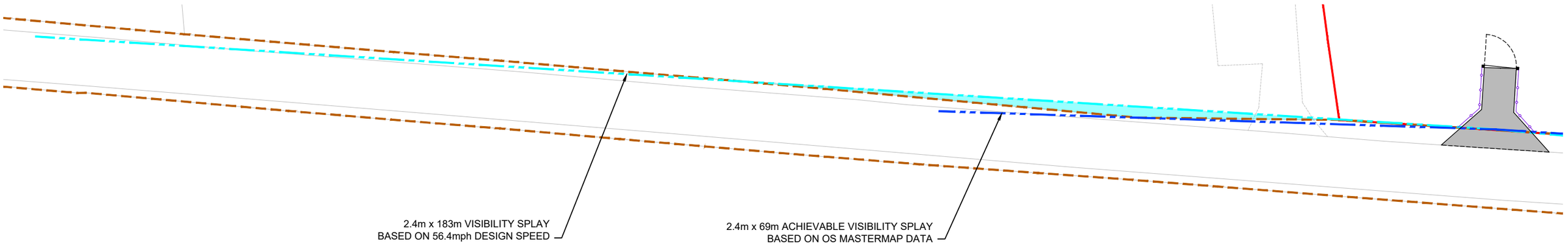


APPENDIX C

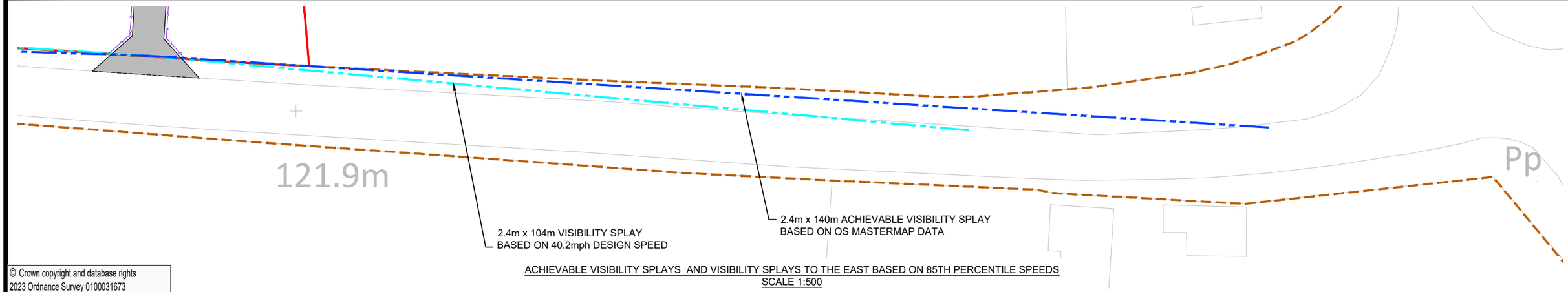
Drawing 23002-002: Proposed Agricultural Access and B3098 Visibility Splays



PROPOSED ACCESS ARRANGEMENT
SCALE 1:500



ACHIEVABLE VISIBILITY SPLAYS AND VISIBILITY SPLAYS TO THE WEST BASED ON 85TH PERCENTILE SPEEDS
SCALE 1:500



ACHIEVABLE VISIBILITY SPLAYS AND VISIBILITY SPLAYS TO THE EAST BASED ON 85TH PERCENTILE SPEEDS
SCALE 1:500

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2023 Ordnance Survey 0100031673

REV	DETAILS	DRAWN	CHECKED	DATE
A	Five bar gate and Post and Wire Fence added.	BJC	MM	03.01.2024

NOTES:

1. Do not scale from this drawing.
2. This drawing is for illustrative purposes only and not for construction.
3. This drawing is to be read and printed in colour.
4. All dimensions are shown in metres, unless specified otherwise.
5. This drawing is based on OS Mastermap data and its accuracy cannot be guaranteed.

KEY

- Site Boundary
- Highway Boundary
- 85th Percentile Speeds Visibility Splay
- Achievable Visibility Splay
- Potential Third Party Land for 85th Percentile Speeds
- Proposed Post and Wire Fence

PROJECT: Foxley Corner, Urchfont

CLIENT: Duncan Forster

DRAWING TITLE: Proposed Agricultural Access and B3098 Visibility Splays

Condon Transport

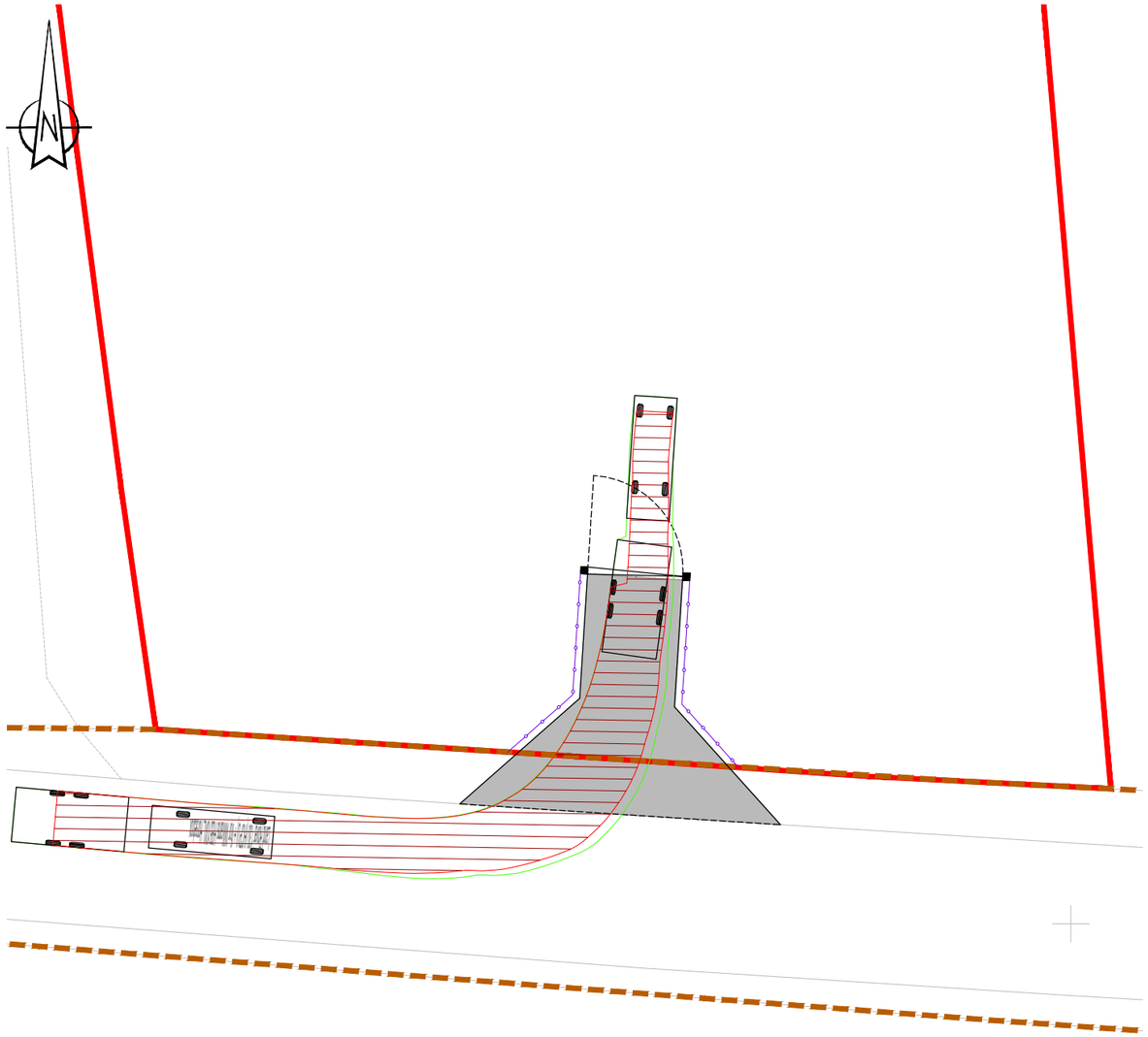
DRAWN:	CHECKED:	DATE:	SCALES:	SHEET SIZE:	DRAWING NUMBER:	REVISION:
BJC	PD	02.01.2024	As Shown	A3	23002-002	A

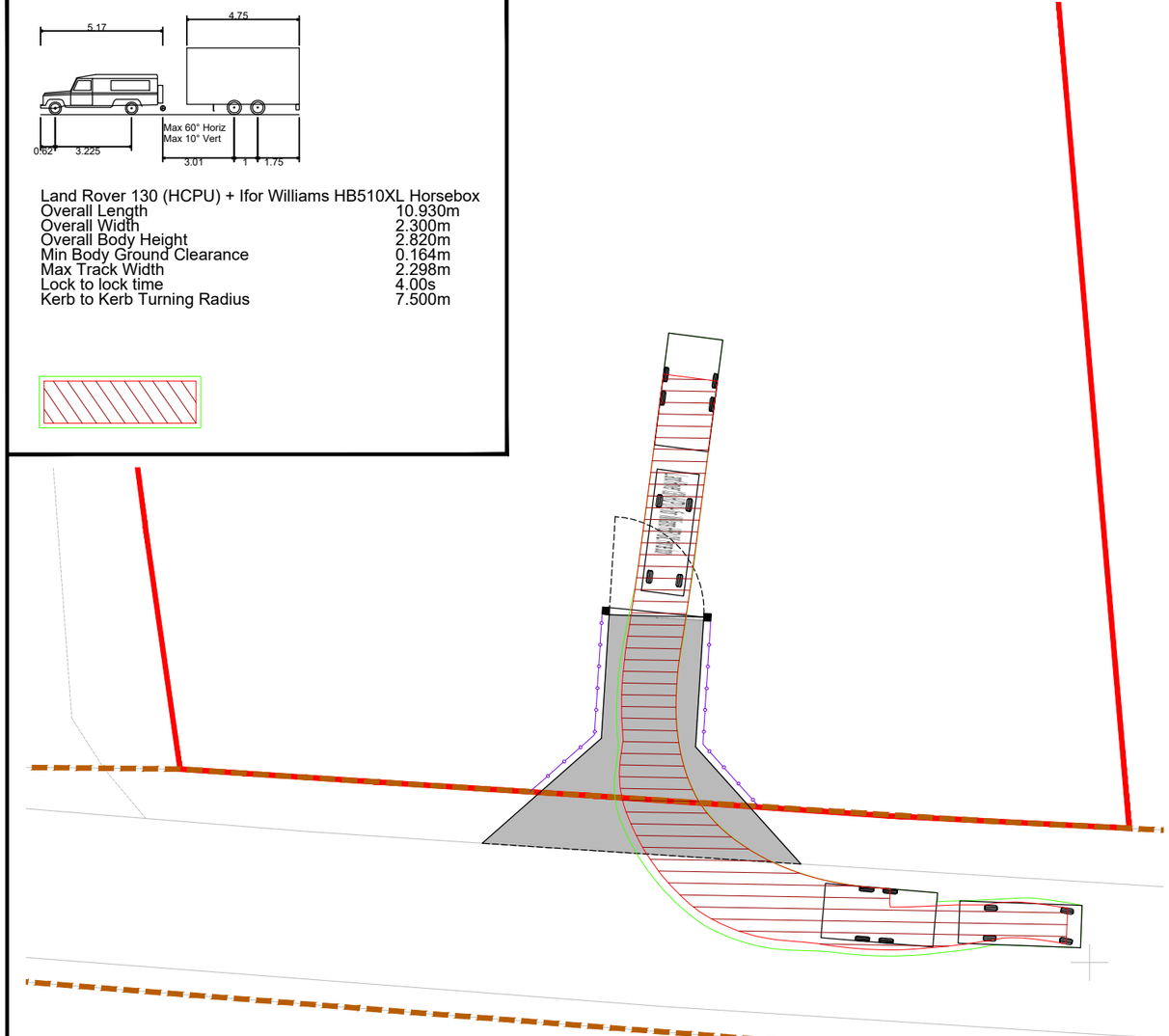
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APPENDIX D

Drawing 23002-003: Proposed Agricultural Access

Swept Path Analysis





Land Rover 130 (HCPU) + Ifor Williams HB510XL Horsebox

Overall Length	10.930m
Overall Width	2.300m
Overall Body Height	2.820m
Min Body Ground Clearance	0.164m
Max Track Width	2.298m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.500m

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LEFT TURN ENTRY
SCALE 1:250

LEFT TURN EGRESS
SCALE 1:250

REV	DETAILS	DRAWN	CHECKED	DATE
A	Five bar gate and Post and Wire Fence added.	BJC	MM	03.01.2024

NOTES:

1. Do not scale from this drawing.
2. This drawing is for illustrative purposes only and not for construction.
3. This drawing is to be read and printed in colour.
4. All dimensions are shown in metres, unless specified otherwise.
5. This drawing is based on OS Mastermap data and its accuracy cannot be guaranteed.

KEY

Site Boundary
Highway Boundary

PROJECT: Foxley Corner, Urchfont

CLIENT: Duncan Forster

DRAWING TITLE: Proposed Agricultural Access Swept Path Analysis

Condon Transport

DRAWN:	CHECKED:	DATE:	SCALES:	SHEET SIZE:	DRAWING NUMBER:	REVISION:
BJC	PD	02.01.2024	As Shown	A3	23002-003	A

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APPENDIX E

Visibility Splay Calculations

ATC1 - SSD Eastbound

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): SSD = vt + v2/2(d+0.1a)

v = Speed of vehicle (m/s)
t = driver perception-reaction time (seconds)
d = deceleration rate (m/s)
a = longditudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below

90.8 kph 25.222 m/s

v = 25.222 m/s

t = 2 taken from MfS2 table 10.1

d = 2.453 Vehicle type All vehicles (>64kph)

a = 0 +ve for upgrades and -ve for downgrades

SSD = 180 m

SSD adjusted for bonnet length (MfS only) = 183 m (SSD + 2.4m)

Conversions

mph 56.4 to kph 90.8

kph to mph 0.0

Based on Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles only	1.5	0.450 g	MfS2
	Buses and/or HGV's greater than 5% of the traffic	1.5	0.375 g	MfS2
Above 60kph	All vehicles (≤64kph)	2	0.375 g (Absolute minimum)	CD 109
	All vehicles (>64kph)	2	0.250 g (Desirable minimum)	CD 109

NOTE: The adjustment for the bonnet length is only required on the MfS SSD as the MfS formula is calculated from drivers eye. To avoid a collision, the bonnet length must be added.

ATC2 - SSD Westbound

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): SSD = vt + v2/2(d+0.1a)

v = Speed of vehicle (m/s)
t = driver perception-reaction time (seconds)
d = deceleration rate (m/s)
a = longditudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below

64.7 kph 17.972 m/s

v = 17.972 m/s

t = 2 taken from MfS2 table 10.1

d = 2.453 Vehicle type All vehicles (>64kph)

a = 0 +ve for upgrades and -ve for downgrades

SSD = 102 m

SSD adjusted for bonnet length (MfS only) = 104 m (SSD + 2.4m)

Conversions

mph 40.2 to kph 64.7

kph to mph 0.0

Based on Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles only	1.5	0.450 g	MfS2
	Buses and/or HGV's greater than 5% of the traffic	1.5	0.375 g	MfS2
Above 60kph	All vehicles (≤64kph)	2	0.375 g (Absolute minimum)	CD 109
	All vehicles (>64kph)	2	0.250 g (Desirable minimum)	CD 109

NOTE: The adjustment for the bonnet length is only required on the MfS SSD as the MfS formula is calculated from drivers eye. To avoid a collision, the bonnet length must be added.