

PROPOSALS FOR A NEW MOTORWAY REST AREA ON LAND AT JUNCTION 16 OF THE M4, WILTSHIRE - RESPONSE TO WILTSHIRE COUNTY COUNCIL COMMENTS APPLICATION REF: PL/2023/09142 – JULY 2024 (3728)

Eddisons have been instructed to advise on the highways and transportation issues relating to proposals for a new Motorway Rest Area (MRA), located on land at Junction 16 of the M4 in Wiltshire.

This note will set out a consideration of Wiltshire County Council's (WCC) formal consultation response dated 25th January 2024. The WCC comments are provided in **Appendix 1**.

Access Proposals and Impact on Infrastructure

The proposals seek to provide a new MRA comprising of 241 car parking spaces, up to 63 HGV spaces, coach and caravan parking, a facilities building and fuel filling facilities.

The southern section of Junction 16 has recently been subject to extensive resurfacing works as part of a recently implemented improvement scheme. The design specification of this improvement scheme is unknown, however, considering this is a major motorway junction, it is considered that the specification will have been delivered in agreement with WCC and National Highways (NH) and therefore, sufficiently designed to accommodate HGV's.

It is considered that any resurfacing works and carriageway construction specifications in the vicinity of the proposed site access can be agreed with WCC as part of the Detailed Design process. This can be subject to an appropriately worded condition. The section of the B4005 in the vicinity of the proposed site access will also be surfaced to a specification suitable to cater for HGV traffic. It is noted that the delivery of the site access route will be designed with an appropriate carriageway construction lifespan to be agreed as part of the Detailed Design. It is therefore considered that an ongoing contribution of circa £150k PA towards carriageway maintenance is not appropriate or necessary as a result of the development proposals.

A 55.0M ICD roundabout has been proposed for the site access due to the location of the site access arm, adjacent farm access and the B4005 Eastern arm. Due to the proximity to each arm a smaller ICD would result in a non-compliant Design Manual for Roads and Bridges (DMRB) roundabout, where design features such as entry path curvature and exit radius would not be in accordance with CD 116.

It is considered that the proposed site access roundabout will become adopted highway as part of a future S278 application. Therefore, the adjacent farm access would retain its access from the adopted highway. Any change of use for the farm access would be subject to its own separate planning approval process.

The Wichelstowe committed development trips and subsequent VISSIM modelling are currently being discussed with National Highways. Eddisons are seeking to understand why the level of trips associated with the Wichelstowe development were not considered in the original traffic modelling and associated TA for the Wichelstowe Development area. Following the conclusions of these discussions, a separate Technical Note will be provided to WCC to provide the final traffic modelling results for their review.

Routes to Access & Signing (Motorway)

The proposals are for a facility which will only be signed from the M4. The primary purpose is to provide a rest break for people already travelling on the M4. As far as possible, there will be no signage from the local road network and there are no proposals to provide totem fuel price signing at the site entrance or from the local road network. This will ensure that the site and amenities are not promoted as a local road facility.

The signing of the MRA from the motorway will be provided as stated within the Highways Agency document entitled '*Guide to the Signing of Roadside Facilities for Motorists on the Strategic Road Network in England*'. The location of signage internally will be provided in accordance with the standards laid down within the Traffic Signs Manual and Traffic Signs Regulations and General Directions (TSRGD) current at the time of detailed design.

National Highways have confirmed that any associated signage from the M4 will be subject to a separate signage application and approval process. This can be subject to an appropriate planning condition.

Notwithstanding, in order to provide WCC with comfort that the signage as prescribed in the '*Guide to the Signing of Roadside Facilities for Motorists on the Strategic Road Network in England*' can be accommodated on the M4 and at J16, an indicative signage strategy plan has been prepared.

The proposed signage strategy is provided in **Appendix 2**.

This signage strategy plan will be subject to further agreement with NH, however, it is considered that it shows that the appropriate MRA signage can be achieved without any adverse impact on driver visibility or vulnerable road users.

The facilities within the site will be for passing motorway users only and are highly unlikely to attract anything other than a small level of local custom, and therefore traffic. The need for the MRA in this location is covered in detail within Section 2 of the Transport Assessment.

The landscaping and screening buffer between the site and local road network (B4005) has also been strengthened to further screen from the south.

Staff Travel

WCC accept that the proposed facility is intended to offer services to drivers on the motorway and that accessibility by non-car modes is limited to those who will work at the site.

Given the nature of the proposed development and its location on the outskirts of Swindon, there is likely to be minimal demand to travel to the site on foot or by cycle, however, as stated by WCC officers, it is important to consider how staff could arrive and depart at the site by modes other than by car if they wished.

The proposed development is expected to provide around 150 new jobs upon opening. Not all of these employees would be on site at the same time with the following shift patterns employed across most of Moto's site operations.

Shift Period	No. of Employees (FTE)	Percentage
0700-1500 (Early Shift)	96	64%
1500-2300 (Late Shift)	49	33%
2300-0700 (Night Shift)	5	3%
24hr Total	150	100%

Table 1 – Estimated Shift Patterns

Due to Moto's franchising format, all staff employed at the site will be direct employees of Moto. This provides a greater level of control over shift patterns and travel patterns and behaviour. The changes in shifts will generally be scheduled to occur outside of typical peak periods. Therefore, the staff related trips to the services are expected to have a negligible impact on the highway network and will generally occur when background levels of traffic are lower.

Most roles at the site are expected to be non-specialist and, therefore, it is expected that employees will originate from a local catchment area, with the core coming from Swindon and Royal Wootton Bassett. This will limit long commuting trips to the site and assist with the promotion of sustainable travel options, such as, the use of the local bus services.

Importantly, the local bus services (numbers 55 and 99), operate from 4.30am until around midnight, and offer extensive services on Saturdays and Sundays. The services run between the sites key employment catchment areas of Swindon, Royal Wootton Bassett and Chippenham providing excellent opportunities for sustainable travel to the site by bus. The proposed site will provide a new direct link to the nearest bus stops as discussed later in this response.

In addition, it is proposed that the development will be supported by a Staff Travel Plan to ensure that staff are encouraged and are aware of the sustainable travel options available to them when travelling to and from the site. It is considered that car sharing will be of particular importance within the Travel Plan to assist in reducing potential single occupancy car trips. Car sharing will be actively promoted and monitored at the site through the provision of a Staff Travel Plan.

Considering the availability of high frequency bus services and the Travel Plans promotion of other modes of sustainable travel, such as car sharing, it is considered that a realistic modal share target for the Travel Plan would be 50% car driver, 50% other modes.

Based on Moto's shift patterns, this would result in the following employee (single car occupant) arrival and departure staff profile.

Hour Commencing	Arrivals	Departures
0600	48	
0700		3
1400	24	
1500		48
2200	3	
2300		24
24hr Total	75	75

Table 2 – Estimated Daily Staff Trips

Over a 24-hour period it is expected that there would be circa 150 two-way car movements associated with employee travel. Based on Moto's typical shift patterns, all of these trips will occur outside of typical peak periods and during times when public transport and car sharing are available alternative sustainable travel options. It is therefore considered that the Staff Travel Plan will be an effective tool to encourage sustainable modes of travel to the site.

It is considered that the Staff Travel Plan and Travel Plan Targets can be subject to a condition if considered necessary by WCC.

WCC have stated that they require a pedestrian link along the southern boundary of the site to ensure a direct connection between the site and the existing pedestrian crossing to the west of the site. This link will be provided by the applicant and is shown in outline in **Drawing Number 3728-F06 Revision C**, appended to this note. Due to land ownership and gradient restraints, this link will need to run adjacent to the carriageway edge, however, it is accepted that a 3.0m wide route can be provided to ensure anyone walking will feel comfortable and to provide the possibility of the route being upgraded to a shared-cycle use route in the future. This link can be subject to an appropriate detailed design condition.

It is also noted and accepted by the applicant that the associated pedestrian crossing facilities which are currently not in use will be brought into use prior to occupation.

Layout

The planning application is currently in Outline form with all matters reserved apart from access. The internal site layout has been comprehensively considered with a view to ensuring that all of the proposals and required parking provision can be accommodated.

Notwithstanding, it is considered that the internal site layout will still be subject to appropriate reserved matters applications and appropriately worded conditions.

WCC in their role as highway authority have raised a number of comments with respect to the current Outline site layout. These comments are considered below:

WCC Comment:

'The site includes for an abnormal routes parking. It is assumed that this will predominantly relate to rest requirements for drivers and is most likely to be for vehicles leaving and returning to the motorway, although this may not always be the case. However, the inclusion relates back to the disparity between a road designed and intended for such use and the B4005. The impact of abnormal loads on local infrastructure even if rare or occasional would be significant and can reasonably be placed as extraordinary traffic on the section of highway to and from the motorway. In any event the presence of an abnormal load bay would expect it to be used for such purposes.'

It is considered that abnormal load use will be exceptional and any use by exceptional vehicles will need to be subject to appropriate abnormal load movement applications, wherein, routes will be appropriately planned and subject to highway authority scrutiny. These applications can include appropriate escort vehicles and the removal and reinstatement of street furniture if necessary.

'A possible access for a tractor in Northeast corner of the site is shown. This is not understood and would result in a private relationship between the agricultural and motorway services uses. This should be avoided.'

The tractor access in the Northeast corner of the site is designed to provide access into the sites associated Biodiversity Net Gain area to fulfil any required maintenance / BNG land management requirements, such as, occasional access for lawn cutting / hedge management.

'The internal layout dictates how the site will to be serviced. The service yard requires a full circulation of the site, and the internal mini roundabout does not offer best functionality. The service yard layout and egress point should be addressed to better serve the overall layout. The mini roundabout will also affect queuing within the site.'

Noted. Servicing movements which traverse the full circulatory system within motorway service areas are not uncommon and will be appropriately managed by Moto's experienced operations team. This can be subject to a service management plan and associated condition if necessary.

The internal mini-roundabout effectively provides a free-flow arrangement as the only time a vehicle entering the site will need to give-way is when a vehicle leaving the site decides to re-enter the MRA.

'The coach parking is set away from the main entrance and there will be a need to consider the route for pedestrians which will likely include groups across the site.'

Noted. Pedestrian crossing facilities have been provided on the Outline layout. Signage and marking details will be considered further at Detailed Design Stage which can be subject to an appropriately worded condition.

'There is also a concern that some lorry parking can impact on general circulatory elements in terms of movement i.e. how a lorry reverses could conflict with general circulation and will need to be considered further.'

The HGV parking area has been segregated from the general vehicle circulatory system. This will ensure there is no conflict between HGV's reversing into their spaces and cars. Appropriate 'HGV only' and 'exit' signing and markings will be provided within the site to ensure that HGV and general traffic wayfinding is appropriate and segregated as much as possible. It is considered that the signage and markings within the site can be subject to an appropriate detailed design condition.

Transport Contributions

The request for Off-site pedestrian and cycle contributions is noted and can be discussed further with WCC.

It is considered that B4005 has recently been subject to extensive carriageway resurfacing in the vicinity of J16 to an appropriate specification as part of the recent Junction 16 improvement scheme. Any resurfacing associated with the proposed site access will also be delivered to an appropriate highways specification to be agreed as part of the S278 Detailed Design. As such, it is considered that ongoing contributions towards carriageway maintenance is not appropriate or necessary as any resurfacing will be delivered to an appropriate specification.

Summary

This note has set out an initial consideration of WCC's formal consultation response.

It is concluded that the proposals are acceptable in highway terms subject to further evidence which will be provided to WCC following the conclusion of the VISSIM traffic modelling exercise which is currently under discussion with National Highways.

We would be delighted to meet to run through any further information required or clarification required.

Enclosures

Appendix 1 – WCC Consultation Response

Appendix 2 – Proposed Signage Strategy

Drawing Number 3728-F06 Revision C

APPENDICES

APPENDIX 1

MEMORANDUM

To: Development Management

From: Sustainable Transport

Ref: PL/23/09142

Ref: C/23/09142

Date: 25th January 2024

PL/23/09142 Outline application (with Access to be determined) for development of a new Motorway Rest Area (MRA) to provide up to 241 car parking spaces; up to 63 Heavy Goods Vehicle (HGV) parking spaces; coach and caravan parking; amenity building; fuel filling station; new roundabout access from B4005; and associated landscaping, infrastructure and ancillary works

Submissions Reviewed

Design & Access Statement – Sept 2023

Transport Assessment – Oct 2023

Illustrative Masterplan – Aug 2023

Proposed Highway Works Drawings

This response will review matters relating to access and those arising from proposed access arrangements and issues relating to submission materials that require review.

Relevant Planning & Guidance

National Planning Policy Framework – September 2023

LTN1/20 – Cycle Infrastructure Design

Wiltshire Active Travel Design Standards

Wiltshire Active Travel Parking Standards

DMRB

Manual for Streets

Wiltshire Draft LCWIP

Wiltshire Draft Design Guide

Submission Materials

There are several matters relating to the evidence base for the Transport Assessment that are not agreed and are also not clearly demonstrated within the submission materials as follows:

Access Proposal

It is recognised that Motorway Services can be accessed from the Local Highway Network. In this instance the proposal is to exit the Motorway and Trunk Road network at Junction 16. The area of responsibility for National Highways ends on the

slip roads and the circulatory element of the roundabout falls under Wiltshire County Council.

There are concerns about the burden of additional Heavy Good Vehicle (HGV) traffic on the road infrastructure. This especially applies to the section of road known as the B4005. As a classified 'B' road it would not be expected for the increase in percentage of HGV movements, which cause wear and tear on highway carriageways at a much higher rate than lighter vehicles. In that regard the existing condition and construction of the B4005 should be understood prior to any positive position on the use of this road and level of deterioration that additional heavy traffic will cause.

Given that the proposed access route is essentially an off-shoot and service road to a motorway services, if approved, then the design guidance for lifespan and construction of carriageway should be DMRB CD224 and CD226.

The proposed access point seeks to introduce a 4-arm 55m Inscribed Circle Diameter (ICD) roundabout. This provides the current route on the B4005, an access to the proposed services and a fourth new arm to provide access into adjacent land.

The proposed roundabout operates at a capacity of 0.84 in the projected future year on Arm 1 (B4005 East) in the AM and Arm 4 (A4005 West) in the PM. This results in modelled queues of 6 vehicles in both cases and a junction close to its theoretical limit before additional measures would be required.

Within the modelling, no movements apply to the third arm in the AM or PM, and it is not understood what impact vehicle flows would have on the operation of this junction. Whilst the consideration is for the application as presented it would be useful to understand the smallest 3-arm roundabout that could effectively operate in this location. Further to that, the AADT appears to be less than 11,000 vehicles per day from the survey data taken in November / December 2023.

Overall, the geometry of the roundabout and entry arm positions appear to reflect the inclusion of a fourth arm into private land that has no movements. Aside from concerns in relation to future access use, the new access would sit inside the private line of the proposed application site and the land would seem to lose its right of access from the public highway onto a classified road. Further information in relation to the purpose and need for the fourth arm is required when considering the best junction to operate at this location, should permission be granted.

Reviewing the traffic flow data and the OD Data in the models there are questions in relation to the through traffic on Arms 1 – 4 which is the main B4005 east/west movement. The TA states that robust assumptions have been made in relation to the models, including the Wichelstowe Development Area for 4500 dwellings has not been fully modelled.

The Figure 1 2023 AM Reference Case flows establish movements of 443 vehicles eastbound and 422 vehicles westbound on the B4005. Committed development flows from Wichelstowe are 561 vehicles eastbound and 241 westbound on the B4005.

The Wichelstowe development is modelled as having a significant impact on the number of movements on the B4005. It is accepted that these are approved movements, however the impacts on a proposed junction require further addressing in terms of peak application hours and peak hours that the Wichelstowe development

would impact on the highway network, which is assumed to have not been part of the original and associated TA for the Wichelstowe Development Area.

The access proposal creates queues and delay on the B4005 which do not currently occur at this location. This could have an impact on the capacity for the signals on Junction 16 if traffic does not arrive in the pre-determined pattern. It is also worth noting that the proposed access does not appear to ever result in any significant delay or queue from the new access. In that regard, there would be a concern if the overall arrangement caused delay on the main network to achieve a new access that does not queue.

Impact on Infrastructure

The following comments relate to the Mode Shifts Benefits report by Department for Transport and its use by Campaign for Better Transport.

The impact of a HGV on a road is a marginal external cost, which includes additional congestion and road maintenance as costs, but assumes the road network has been built and does not include an allowance for this. This approach seeks to match the marginal cost per mile of the external impacts of road freight to the perceived cost per mile of using a particular HGV. For example, the impacts of a 44-tonne articulated vehicle are much greater than a 7.5 tonne rigid HGV.

To understand the impacts, the daily HGV type and numbers will need to be assessed, along with the length of route to and from the motorway on local authority highway network. This will also include for any new accesses including any junction established to create access for these proposals.

The underspend on local highway infrastructure is known, particularly relating to carriageway surface conditions, including potholes. There is also a significant disparity between DfT roads and local highway spending as noted in the Alarm26 report as follows *'outturn figures for local authority spending on road maintenance, including potholes. This identified the backlog estimated by the local authorities which has risen in the 2014 survey to £12billion (£10.5billion in the 2013 survey). This is a difficult figure to verify, but has widespread acceptance as a working estimate. Given that it would take time to catch up, spending an extra £1billion a year for the next decade or so would be needed to clear it. The situation is not the same on the strategic network where DfT have not identified any backlog. For example, the new Highways Agency arm's length company will have funding to resurface 80% of the strategic network in the next 10 years – an average wait of about 6-7 years. Contrasting with this, in local authority areas outside London, principal roads will on average have to wait 33 years.*

Given the proposal for a Motorway Service Station the route should be maintained to a motorway and trunk road standard. As such the additional heavy traffic would only be a consequence of the development.

The information within the submission only relates to peak traffic and has been taken as 278 HGV trips in the AM and PM combined over an assumed distance of 1.2km. Based on the table data contained within MSB Technical report the cost impact of the peak traffic is approximately £145,000 per year.

The authority is not in a position to carry an additional infrastructure burden of this magnitude, but it is recognised that a thorough assessment of the impacts and

infrastructure costs is required and should be carried out and is therefore requested on this basis.

Routes to Access & Signing (Motorway)

A Motorway Services leading off the National Highways network will require amendments and potentially additional signing to ensure that those making use of the site have adequate directions to ensure that only correct movements occur.

So far as possible signing should be limited for motorway users to and from the site and should not be promoted as a local service facility.

The arrangement of lanes on Junction 16 does raise concerns in terms of possible locations for signing. Controlled pedestrian crossings are in place on the junction and signing should not interfere with driver visibility of vulnerable road users.

It is not possible to establish from the work presented if the signing required can be achieved within the technical requirements for signing of a grade separated junction. We would want to establish this information now to ensure that any associated planning condition was achievable.

With regard to signing and offer it is common place for fuel, including electric charging, to be advertised near the access point. There are concerns that the facility, whilst acting as a motorway services, will not offer fuels at a locally competitive price. It is unlikely that local users would make use of the liquid fuel or EV offer at this site as local offers are available and very likely to be lower priced.

Staff Travel

It is accepted that motorway customers to the service area will arrive by vehicle. However, there will be a number of jobs established at this location, presumably on shift basis, given the likely 24 hour offer of a motorway services so we must consider how staff could arrive at the site and depart by modes other than car if they wished to. The application materials for the development do not currently demonstrate how trips arriving by sustainable modes will be accommodated.

Pedestrian access:

Paragraph 5.2 of the TA notes that there are pedestrian crossing facilities which run out next to the site which would enable people to cross westwards towards the A3102. The pavement along there appears to run out at the crematorium, presumably as the location is served by buses noted by the presence of bus stops. As this facility has been put in place the developer needs to ensure they have linked into it properly. The masterplan does show a link out onto the B4005 road to the south-west of the site, but the existing crossing facility is much further to the west, right on the roundabout. The developer must provide an outline design showing this link and confirm they would provide it. Ideally the link would be out of the very west side of the site to minimise time adjacent to the busy road, this would require an alteration within the site. Whatever is proposed must be a clear and direct link from the crossing locations to the service station entrance. It is appreciated that gradients may make the most direct line difficult, but this will need to be evidenced and understood. Any proposed routes should be 3m wide so anyone walking feels as comfortable as can be reasonably be achieved given the adjacent traffic. Any proposal could also be upgraded to a shared-use facility if additional development

occurred near here in future, ensuring measures are future proofed for growth. Given the Wichelstowe development and possible emerging local plan sites in Royal Wootton Bassett, there would be a desire to create strong sustainable links for future movements.

The crossing facilities currently appear not to be in use. Any proposal should be combined with this facility to ensure it is in use prior to first operations / occupations.

Cycle access:

Paragraph 5.3.7 of the TA states the site “can be considered as being accessible by cycle” on the grounds that it's close to Swindon and the recent Highway Code amendments afford cyclists greater control over road space. However, even for the most competent cyclist a motorway interchange junction would be considered a hostile environment if relying on carriageway space, where lane changes by vehicles including HGV are commonplace. There is a significant risk of injury to cyclists and a lack of accident history is more reflective of cyclists not using this facility due to the nature of it. The cyclist movement on carriageway from Royal Wootton Bassett would require an almost complete journey on the circulatory and this cannot be considered as acceptable when sustainable trips should be shorter, safer and more comfortable to use whenever possible.

Wichel Way to the east is a recently established high quality link towards Swindon. Ideally, we would the installation of a ped/cycle link along the B4005 towards it. However, the scope of these works including potential issues with Network Rail infrastructure likely make this unachievable within this application but noted for future opportunities. As such the development proposal should within its limits, ensure this option is not undeliverable in the future.

At this time the only viable option for those needing to travel without a car is to make use of public transport to the cemetery followed by a short walk to the site. No other alternatives have been presented for those reliant on sustainable journeys. This work should be combined with staff numbers and method of travel to work by job type data to demonstrate the impact of creating what may be shift work and relatively low-paying work in this location.

Local Transport Network Impacts

A number of similar service stations were visited to establish the offer they provide. Typically, petrol and diesel prices can be up to 25p more per litre compared to best prices, typically supermarket. It is likely that EV will also be priced at a rate representative of motorway service stations. The best information available suggests £19 per 30 minutes on rapid chargers. There are other EV charger opportunities off the motorway locally both in Swindon and Royal Wootton Bassett.

The work doesn't evidence the need for the petrol filling station but given the petrol station and EV offer presumably some form of 'fuel anxiety / need' is entwined. It is noted that recent news on under provision of EV at existing services against government targets is well documented. However, there is no beneficial local fuel/EV offer from the proposals, when considering existing fuel opportunities at lower costs meet local demand. As such there would be little benefit in advertising the price from outside the site to passing local traffic. This should be information that is available from the motorway before users decide to leave the M4 for fuel.

I appreciate the area is immediately adjacent to the M4 but the B4005 will be completely undermined as a rural classified road by the creation of a roundabout and paraphernalia associated with this type of offer.

It is common to advertise petrol and EV prices via totems near a site entrance. In this context this would not appear to be necessary.

Overall, from a highways position we would expect a services from a motorway to be well shielded to hide its presence from a local setting. The proposals do not entirely support this position.

Layout

The proposed layout has a number of elements for further discussion. The site includes for an abnormal routes parking. It is assumed that this will predominantly relate to rest requirements for drivers and is most likely to be for vehicles leaving and returning to the motorway, although this may not always be the case.

However, the inclusion relates back to the disparity between a road designed and intended for such use and the B4005. The impact of abnormal loads on local infrastructure even if rare or occasional would be significant and can reasonably be placed as extraordinary traffic on the section of highway to and from the motorway. In any event the presence of an abnormal load bay would expect it to be used for such purposes.

A possible access for a tractor in Northeast corner of the site is shown. This is not understood and would result in a private relationship between the agricultural and motorway services uses. This should be avoided.

The internal layout dictates how the site will to be serviced. The service yard requires a full circulation of the site, and the internal mini roundabout does not offer best functionality. The service yard layout and egress point sbe addressed to better serve the overall layout. The mini roundabout will also affect queuing within the site.

The coach parking is set away from the main entrance and there will be a need to consider the route for pedestrians which will likely include groups across the site.

There is also a concern that some lorry parking can impact on general circulatory elements in terms of movement i.e. how a lorry reverses could conflict with general circulation and will need to be considered further.

Transport contributions

In the event that the development proposal proceeds transport contributions will be required for: -

Offsite pedestrian and cycle accessibility.

Any contribution would be separate to agreements to ensure that the B4005 is maintained to the appropriate standard with no unreasonable burden on the authority.

Highways Position

Insufficient information – The current submission does not demonstrate sufficient information to establish an overall recommendation.

It is considered that the local context and infrastructure issues have not been satisfactorily addressed by this proposal to overcome concerns relating to ensuring that walking and cycling are prioritised as an outcome of this proposal, which is a position reflected in the NPPF, Core Strategy and emerging Local Plan.

Chris Mead
Sustainable Transport

Email: christopher.mead@wiltshire.gov.uk

APPENDIX 2

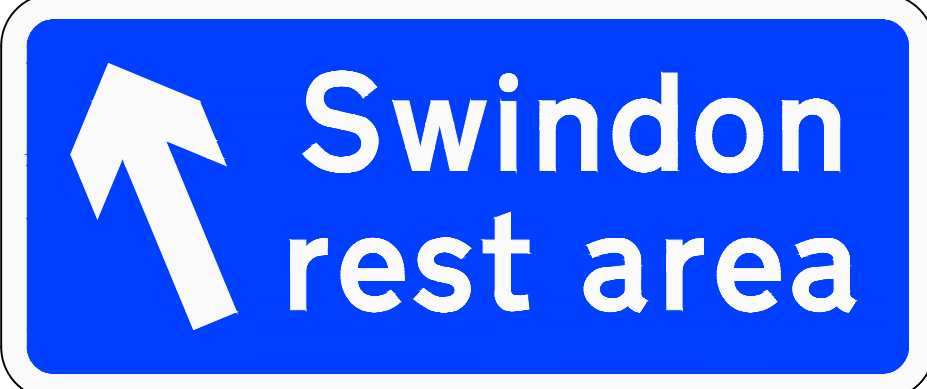


PROPOSED SIGN TO DIA NP2918.2 TO BE LOCATED 2 MILES IN ADVANCE OF THE EASTBOUND JUNCTION 16 EXIT. EXACT LOCATION TO BE AGREED WITH NATIONAL HIGHWAYS.

M4 EASTBOUND SIGNAGE



PROPOSED SIGN TO DIA NP2919.3 TO BE LOCATED 1.5 MILES IN ADVANCE OF THE EASTBOUND JUNCTION 16 EXIT. EXACT LOCATION TO BE AGREED WITH NATIONAL HIGHWAYS.



PROPOSED SIGN TO DIA NP2920.2 TO BE LOCATED AT THE START OF THE DIVERGE. EXACT LOCATION TO BE AGREED WITH NATIONAL HIGHWAYS.



PROPOSED SIGN TO DIA NP2910.2 TO BE LOCATED ON THE EXIT NOSING. EXACT LOCATION TO BE AGREED WITH NATIONAL HIGHWAYS.



EXISTING SLIP ROAD ADS SIGNS TO BE UPGRADED TO SHOW 'REST AREA'.



EXISTING LANE ADS SIGNS TO BE UPGRADED TO SHOW 'REST AREA'.



EXISTING LANE ADS SIGNS TO BE UPGRADED TO SHOW 'REST AREA'.



EXISTING LANE ADS SIGNS TO BE UPGRADED TO SHOW 'REST AREA'.



EXISTING ADS SIGNS TO BE UPGRADED TO SHOW 'REST AREA' OR SHOW FLAG TYPE SIGN AS PROVIDED IN GUIDANCE.



EXISTING ADS SIGNS TO BE UPGRADED TO SHOW 'REST AREA' FLAG TYPE SIGN AS PROVIDED IN GUIDANCE.



EXISTING SLIP ROAD ADS SIGNS TO BE UPGRADED TO SHOW 'REST AREA'.



PROPOSED SIGN TO DIA NP2910.2 TO BE LOCATED ON THE EXIT NOSING. EXACT LOCATION TO BE AGREED WITH NATIONAL HIGHWAYS.



PROPOSED SIGN TO DIA NP2920.2 TO BE LOCATED AT THE START OF THE DIVERGE. EXACT LOCATION TO BE AGREED WITH NATIONAL HIGHWAYS.



PROPOSED SIGN TO DIA NP2919.3 TO BE LOCATED 1.5 MILES IN ADVANCE OF THE WESTBOUND JUNCTION 16 EXIT. EXACT LOCATION TO BE AGREED WITH NATIONAL HIGHWAYS.

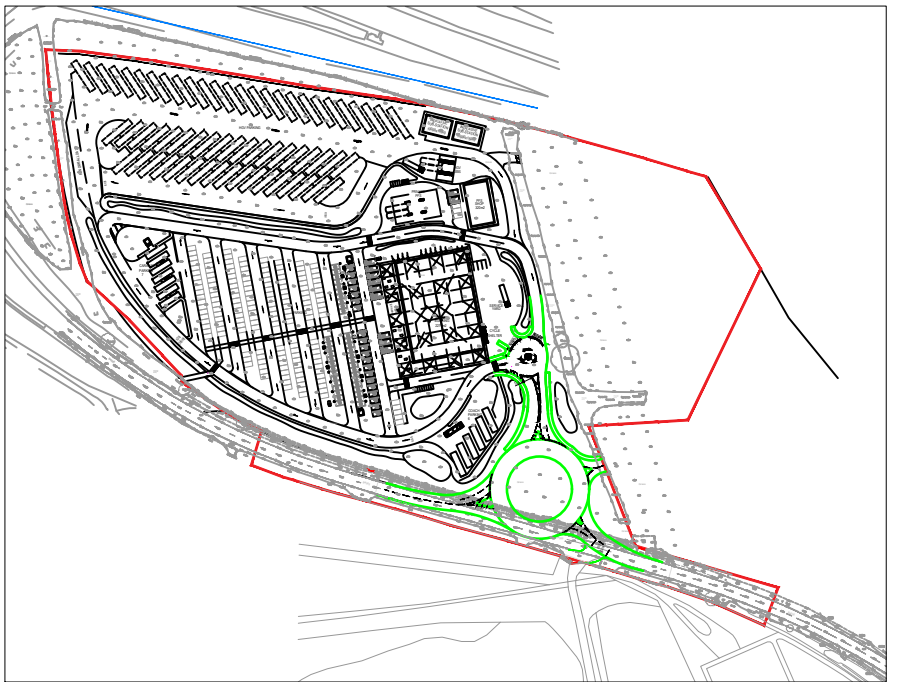


PROPOSED SIGN TO DIA NP2918.2 TO BE LOCATED 2 MILES IN ADVANCE OF THE WESTBOUND JUNCTION 16 EXIT. EXACT LOCATION TO BE AGREED WITH NATIONAL HIGHWAYS.



NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.



SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: MOTO

PROJECT: MOTO SWINDON

DRAWING TITLE: SWINDON MRA SIGNAGE PLAN

SCALES: 1:1000 @ A0

DRAWN: LB CHECKED: MTC DATE: MAR 24

Eddisons
340 Deansgate
Manchester
M3 4LY
Email: info@eddisons.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 3728-F10 REVISION: -

Eddisons

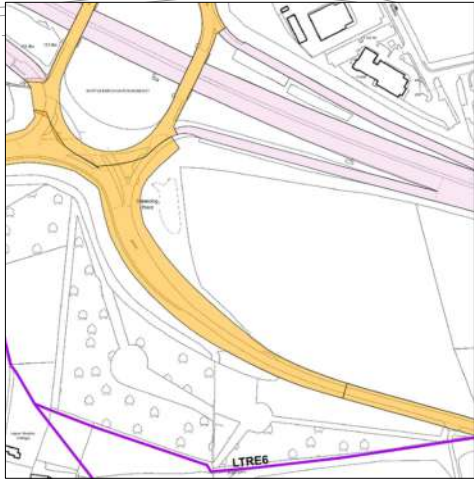
	Stage:	1	2	3	4	5
Motorway Service Area			 Or 	 Or 		
Motorway Rest Area		N/A				
	Location of Sign:	Entry to Motorway	Approach to MSA - Remote Distance Sign	Approach to MSA - Advanced Directional Sign	Diverge	On exit

DRAWINGS

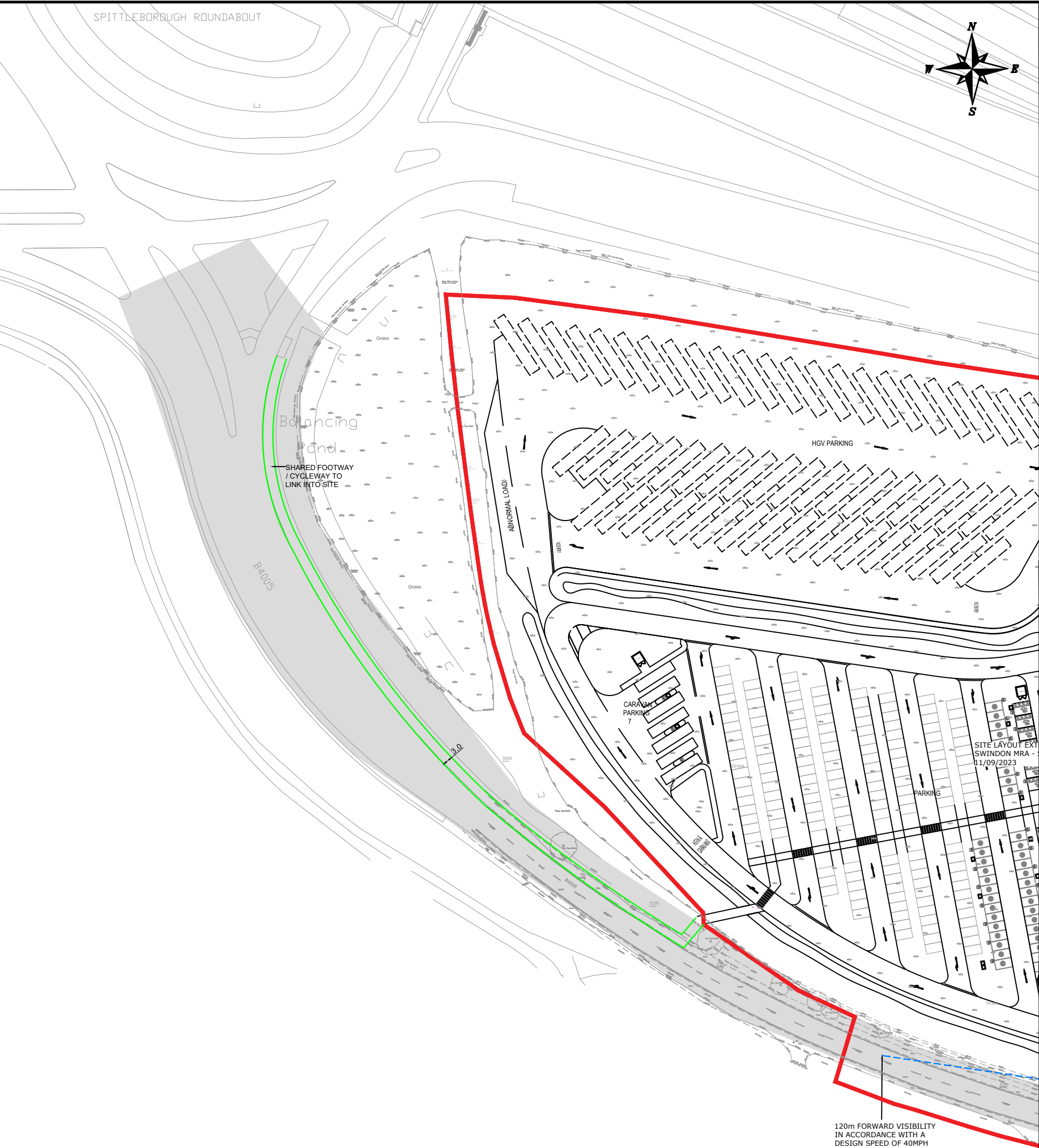
Z:\projects\3728 MOTO Swindon\CAD\Croft Drawings\3728-Mastercopy.dwg



NORTH SOUTH AERIAL VIEW



ADOPTED HIGHWAY PLAN

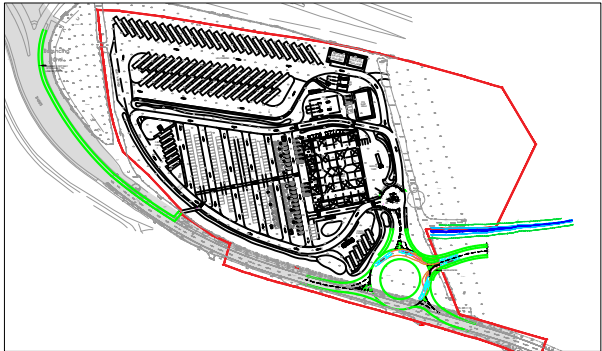


NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- EXISTING ADOPTED HIGHWAY

LOCAL AUTHORITY: WILTSHIRE COUNCIL
TOTAL AREA OF SITE: 5.28Ha



SITE LAYOUT NTS

C	LOCAL AUTHORITY UPDATED	HL	MTC	SEP 23
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
MOTO

PROJECT:
MOTO SWINDON

DRAWING TITLE:
PROPOSED FOOTWAY LINK

SCALES:
1:1250 @ A3

DRAWN:	LB	CHECKED:	MC	DATE:	JUN 23
--------	----	----------	----	-------	--------

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY
Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	3728-F06	REVISION:	C
-----------------	----------	-----------	---