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**Construction of 1no. Residential Dwelling and Associated Works.
Land West Of Truant House, Church Road, Froxfield, Marlborough, SN8 3JY**

Introduction

This Highway Technical Note has been commissioned by Mr Nick Dance in support of a planning application submission to Wiltshire Council as Local Planning Authority (LPA) for the erection of a new dwelling with access, parking and associated works at Truant House, Church Road, Marlborough. The location of the site is shown below.



The site is located on the southern side of Church Lane, a classified rural access road with the identification number C194. The road at this point has a single carriageway, subject to a 30mph speed limit, and whilst it does not benefit from pedestrian footways, street lights are present to the north and east of the site.

To the east the road passes through the north section of Froxfield and forms a junction with the A4 Bath Road. To the north west the road meanders to eventually meet the settlement of Ramsbury. The road at this point is slow speed due to an acute bend, and traffic volumes are low. This is discussed in greater detail below.

A review of the accident history for this area has revealed that in the last 5 years there have been no recorded accidents that have resulted in injury on Church Lane or its associated junctions. This would suggest that the surrounding highway network is operating in a safe and efficient manner.

Proposed Development

This application seeks to provide a new detached residential dwelling with associated access and parking, together with formal parking for the adjacent Church. This is shown on drawing numbered 2405/3_101 B, included as [Appendix 1](#) to this Note.

Planning History

There is no recent formal planning history to the site, although the applicant has recently undertaken a pre-application consultation with the LPA to seek their views on the principle of this development.

No specific highway information was submitted as part of the pre-application submission, although the Highway Officer was consulted and made the following comments:

The location of the site is off the Class 3 road, C194, Church Road on the outside of a 90-degree bend in the road. There is an existing field access at this location, but there has been no information submitted on the previous use of the site, or the frequency of use of the access.

The proposed vehicular access would be an enlarged driveway entrance which would serve as access to a gated driveway to serve the new dwelling and a garage, driveway parking and turning facilities. The enlarged access in advance of the gated entrance to the dwelling site is proposed as parking and turning for 4 cars for the church, which is located immediately north of the site.

From the Google images, and as stated in the supporting statement, this area has been informally used for parking in the past, in connection with the church.

The proposed garage is described to be a tandem garage, to provide for parking for two cars. Further details of the internal dimensions of the garage would be required to establish if the garaging would comfortably accommodate the suggested two vehicles, as well as provide for cycle parking and storage, to accord with current standards.

As mentioned previously, the dwelling would also have driveway parking which is indicated to accommodate a minimum of two spaces, together with turning facilities to enable vehicles to enter and leave in a forward gear. The level of parking provision would be in accordance with the current standards for the proposed size of dwelling.

The nature of Church Road is a narrow road with no footways or usable verges, and therefore this highway is shared by vehicles, cyclists and pedestrians, with vehicle speeds being dictated by the width and alignment of the carriageway. The visibility from the point of access is described in the supporting statement to be good, however, its location on the outside of the bend would afford limited forward visibility. The applicant would need to assess the speed of traffic using Church Road, and the extent of both junction and forward visibility, to justify the suitability of the access to serve the needs of an additional dwelling, and its use as parking for the church.

It is evident from the comments made that the Highway Officer felt that more information was required to in order for a positive recommendation to be made. This Highway Technical Note therefore addresses the highway implication and concludes that the development is policy compliant and that no adverse impact would be caused to the surrounding highway network.

Access and Visibility

The site has an existing access onto Church Lane which is indeed located on the outside of a 90 degree bend, however due to this very scenario, traffic speeds approaching from either direction are much lower than the posted speed limit. As the application site is also on the north-western most extremity of the village, to the north, other than The Church, The old Rectory and The Old Vicarage, therefore is very little development that generates any significant levels of traffic.

In order to ascertain the existing speeds and volumes of traffic using this section of Church Lane, a 7-day Automatic Traffic Count (ATC) was commissioned, and ATC equipment was installed on 13th June 2025 and the table below gives a summary of the recorded traffic speeds and volumes whilst the survey data is included as [Appendix 2](#) to this Note.

Ludwell Hill A30 (30mph)					
Traffic Volume		Average Speed (mph)		85 th Percentile Speed (mph)	
North Bound	South Bound	North Bound	South Bound	North Bound	South Bound
54	60	14.1	14.6	18.9	19.3

From the above, it can be seen that both traffic speeds and volumes are low.

The existing access has been used for many years without any adverse issues as the paddock to the east was used for equestrian purposes and cars would access the paddock on a daily basis in the morning and evening when attending the horses on site. Additionally, the area immediately adjacent to Church Lane was used as parking for the Church. No on-site turning areas were present so vehicles would either reverse into the site and drive out in forward gear, or vice versa. This is clearly evident from the Google Street View images below.



Cars parked on land adjacent to Church Lane

Following comments made by the Highway Officer within the pre-app advice, it is now intended to narrow the access to serve the new dwelling by moving it closer to the Church and to formalise the parking for Church by providing 4 dedicated parking spaces. This is clearly shown on the Site Plan in [Appendix 1](#). Sufficient space is also provided within the access road to allow for cars to be able to turn, so as to leave and re-enter Church Lane in forward gear.

Drawing numbered NJC-001 is included as [Appendix 3](#) to this Note which shows the improved access, and this demonstrates that a visibility Y distance of at least 37.7m can be achieved to the north, which equates to a sight stopping distance of around 27mph, which is considerably higher than the recorded 85th percentile speeds recorded by the ATC. To the east, a Y distance of 38.9m can be achieved which equates to a sight stopping distance of around 28mph, which again is considerably higher than the speeds recorded by the ATC.

With regards X distances, guidance on this issue is given within the document Manual for Streets 2 which says in para 10.5.3:

A minimum X distance of 2.0m may be considered in some slow speed situations when flows on the minor arm are low but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm and many drivers will tend to cautiously nose out into traffic. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty should be considered. This also applies in lightly trafficked rural lanes.

In this instance the minor arm will generate very little traffic. Additionally, Church Lane is a lightly trafficked rural lane; therefore, it is acceptable to apply a 2.0m X distance.

Forward Visibility

The Highway Officer raised a concern about forward visibility and this matter has been considered. Number 20 Church Lane sits on the inside of the bend to the north and this has a wooden boundary fence set back from the edge of the carriageway, and evidence as to the extent of the public highway has been obtained from Wiltshire Council and this is included as [Appendix 4](#) to this Note whilst an extract of this is shown below.



Extent of public highway extract

It is evident however that more recently a laurel hedge has been planted partly within the extent of the public highway which impedes forward visibility in this location.



Church Lane 2011



Church Lane 2023

Allowing for the hedge now present, drawing numbered NJC-002 is included as [Appendix 5](#) to this note which shows a vehicle waiting to turn right into the site whilst another vehicle is travelling in a westerly direction on Church Lane. The drawing shows that a driver in the waiting vehicle can see the approaching vehicle at least 23m way, which is commensurate with the recorded 85th percentile speeds on this section of Church Lane.

Given the low number of vehicles recorded on this section of road however, the likelihood of a vehicle turning right at the very same time as a vehicle travels west will be extremely low, therefore the likelihood of a collision would also be extremely low. As the forward visibility requirements can be met in this instance though, the point is moot.

Summary and Conclusion

This Highway Technical Note has been produced to support an application for a new dwelling with associated access and parking on land adjacent to Truant Cottage, Church Lane, Froxfield.

Adequate car parking can be provided together with turning areas to allow vehicles to leave and re-enter the highway in forward gear.

Access to the site is to be taken from an improved access where visibility for emerging vehicles can be achieved in excess of the requirements set out within Manual for Streets, based in recorded 85th percentile traffic speeds.

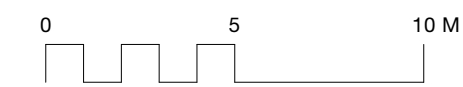
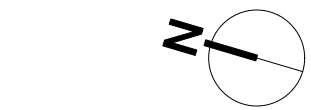
Forward visibility for right turning vehicles can also be adequately achieved, also based on recorded 85th percentile speeds.

The development is therefore deemed to be in accordance with paragraphs 115 and 116 of the National Planning Policy Framework 2024 in so much as safe and suitable access to the site can be achieved for all users and that the development would not result in an unacceptable impact on highway safety, nor is the residual cumulative impacts on the road network, following mitigation, considered to be severe, taking into account all reasonable future scenarios.

Nick Culhane October 2025

Appendix 1

Proposed Site Plan



Milton Architects Ltd
Old Stables Court The Parade
Marlborough Wiltshire SN8 1NE
Telephone 01672 514354
Email mail@miltonarchitects.co.uk

milton architects

Project : New House
Land west of Truant House
Froxfield, Wiltshire
Contents: PROPOSED - Site Plan

Date : May 2025
Scale : 1:200
Size : ISO A1

Drawing :	2405 / 3_101	B
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Appendix 2

Traffic Survey Data

Weekly Volume Report ATC 000047122502 2025-06-13 to 2025-0-20

Site Name Church Lane Froxfield
Site ID 000047122502
Description Church Lane



Setup Setup228252
Lanes Each Lane
Time Period 1 hour
Exclude data: None

All directions												
	<--		Average of each					-->		Average		Total Count
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Workday	7 Day			
00:00:00	0	0	0	0	0	2	1	0	1	2		
01:00:00	0	0	0	0	1	0	0	0	0	1		
02:00:00	0	0	0	0	0	0	0	0	0	0		
03:00:00	0	0	0	0	0	0	0	0	0	0		
04:00:00	0	0	0	0	0	0	0	0	0	0		
05:00:00	0	0	0	1	0	0	0	0	0	1		
06:00:00	2	2	2	2	3	2	0	2	2	13		
07:00:00	5	7	9	10	7	3	1	8	6	40		
08:00:00	10	10	12	11	8	4	7	10	9	61		
09:00:00	10	5	9	9	6	8	10	8	8	54		
10:00:00	7	6	14	12	10	11	26	10	12	85		
11:00:00	7	7	10	7	6	8	16	7	9	67		
12:00:00	5	8	11	7	7	20	12	8	10	78		
13:00:00	9	6	8	9	11	6	7	9	8	63		
14:00:00	8	7	12	8	11	17	10	9	10	80		
15:00:00	9	12	17	9	12	6	9	11	10	82		
16:00:00	8	17	16	10	7	10	7	11	11	83		
17:00:00	7	11	6	7	7	7	4	7	7	53		
18:00:00	5	6	8	4	3	4	5	5	5	37		
19:00:00	6	6	7	5	3	4	4	5	5	39		
20:00:00	3	2	2	3	2	3	2	2	3	19		
21:00:00	1	1	2	1	2	1	1	1	1	8		
22:00:00	0	1	2	1	1	3	1	1	1	8		
23:00:00	0	0	0	1	0	1	0	0	1	2		
	0	0	0	0	0	0	0	0	0	0		
07-19	88	99	129	101	92	102	111	101	102	780		
06-22	99	109	141	112	100	111	117	111	112	858		
06-24	99	109	143	113	101	115	118	112	113	867		
00-24	99	109	143	114	101	116	118	112	114	870		
am Peak	8:00:00	8:00:00	10:00:00	10:00:00	10:00:00	10:00:00	10:00:00	8:00:00	10:00:00			
Peak Volume	10	10	14	12	10	11	26	10	12			
pm Peak	15:00:00	16:00:00	15:00:00	16:00:00	15:00:00	12:00:00	12:00:00	15:00:00	16:00:00			
Peak Volume	9	17	17	10	12	20	12	11	11			

SB	Average of each										Total Count
	<-- Mon	Tue	Wed	Thu	Fri	Sat	--> Sun	Average Workday	7 Day		
00:00:00	0	0	0	0	0	0	0	1	0	0	1
01:00:00	0	0	0	0	1	0	0	0	0	0	1
02:00:00	0	0	0	0	0	0	0	0	0	0	0
03:00:00	0	0	0	0	0	0	0	0	0	0	0
04:00:00	0	0	0	0	0	0	0	0	0	0	0
05:00:00	0	0	0	1	0	0	0	0	0	0	1
06:00:00	2	2	1	1	3	1	0	2	1	9	
07:00:00	3	6	7	7	4	2	1	6	4	29	
08:00:00	5	6	7	8	4	2	6	6	5	37	
09:00:00	3	3	3	5	3	4	6	3	4	25	
10:00:00	5	4	7	6	7	10	13	6	7	50	
11:00:00	2	4	6	3	3	1	7	3	4	27	
12:00:00	3	5	6	5	5	7	4	5	5	39	
13:00:00	5	3	4	6	6	4	3	5	5	35	
14:00:00	6	4	8	5	7	11	5	6	6	49	
15:00:00	4	6	9	3	6	2	6	5	5	38	
16:00:00	4	7	6	5	4	6	4	5	5	38	
17:00:00	3	6	3	3	1	3	2	3	3	21	
18:00:00	3	3	4	2	1	2	2	2	2	17	
19:00:00	3	4	3	3	1	3	3	3	3	20	
20:00:00	2	2	2	1	1	2	1	2	2	12	
21:00:00	1	1	2	0	1	1	1	1	1	5	
22:00:00	0	1	1	1	0	1	1	1	1	4	
23:00:00	0	0	0	0	0	0	0	0	0	0	
07-19	45	53	67	55	48	50	56	53	53	403	
06-22	52	60	74	60	54	56	60	59	59	448	
06-24	52	61	74	60	54	57	61	60	59	452	
00-24	52	61	74	61	54	57	61	60	60	453	
am Peak	8:00:00	8:00:00	7:00:00	8:00:00	10:00:00	10:00:00	10:00:00	8:00:00	10:00:00		
Peak Volume	5	6	7	8	7	10	13	6	7		
pm Peak	14:00:00	16:00:00	15:00:00	13:00:00	14:00:00	14:00:00	15:00:00	14:00:00	14:00:00		
Peak Volume	12	13	17	11	14	21	12	11	12		

NB	Average of each										Total Count
	<-- Mon	Tue	Wed	Thu	Fri	Sat	--> Sun	Average Workday	7 Day		
00:00:00	0	0	0	0	0	2	0	0	0	2	
01:00:00	0	0	0	0	0	0	0	0	0	0	
02:00:00	0	0	0	0	0	0	0	0	0	0	
03:00:00	0	0	0	0	0	0	0	0	0	0	
04:00:00	0	0	0	0	0	0	0	0	0	0	
05:00:00	0	0	0	0	0	0	0	0	0	0	
06:00:00	0	1	1	1	1	1	0	1	1	4	
07:00:00	2	2	2	3	3	2	0	2	2	12	
08:00:00	5	4	5	4	4	2	2	4	4	24	
09:00:00	7	2	6	4	3	4	4	4	4	29	
10:00:00	2	2	7	6	4	2	13	4	5	35	
11:00:00	5	4	5	4	3	7	9	4	5	40	
12:00:00	2	3	5	3	2	14	8	3	5	39	
13:00:00	4	3	4	4	5	2	4	4	4	28	
14:00:00	2	4	5	3	4	7	5	4	4	31	
15:00:00	5	6	8	6	6	4	3	6	6	44	
16:00:00	5	10	11	5	4	4	3	7	6	46	
17:00:00	4	5	3	4	6	4	2	5	4	32	
18:00:00	2	3	4	2	2	2	3	3	3	21	
19:00:00	3	2	5	3	2	2	1	3	3	19	
20:00:00	1	0	0	2	1	1	1	1	1	7	
21:00:00	0	1	0	1	1	1	0	1	1	3	
22:00:00	0	0	2	0	1	2	1	1	1	4	
23:00:00	0	0	0	1	0	1	0	0	1	2	
07-19	43	45.5	62	46	43.5	51.5	54.5	47.5	49	376.5	
06-22	47	48.5	67.5	52.5	46.5	55.5	56.5	52	53	409.5	
06-24	47	48.5	69	53	47	58	57	52.5	54	415.5	
00-24	47	48.5	69	53	47	59.5	57	52.5	54	417	
am Peak	9:00:00	8:00:00	10:00:00	10:00:00	8:00:00	11:00:00	10:00:00	9:00:00	11:00:00		
Peak Volume	7	4	7	6	4	7	13	4	5		
pm Peak	15:00:00	16:00:00	16:00:00	15:00:00	15:00:00	12:00:00	12:00:00	16:00:00	16:00:00		
Peak Volume	5	10	11	6	6	14	8	7	6		

Event key:

QC Failure

QC Outlier

QC Atypical

Events

Special

Holiday

Weekends and defined holidays

Holiday-affected days

Notes on data:
Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:
None

Speed Bins Report ATC 000047122502 2025-06-13 to 2025-06-20

Site Name Church Lane Froxfield
Site ID 000047122502 Church
Description Lane



Setup Setup228252
Lanes Each Lane
Show Average
Time Period 1 hour
over All days
Speed units mph
Exclude data: None

All directions														Invalid Reading	85 th %ile	Mean Speed	Std Dev
Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph						
00:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	0.0	0.0
01:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	0.0	0.0
02:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
03:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
04:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
05:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.2	0.0	0.0
06:00:00	2	0	0	0	0	0	1	1	1	0	0	0	0	0	21.6	16.9	5.2
07:00:00	6	0	0	1	1	2	2	1	1	0	0	0	0	0	19.4	15.8	4.4
08:00:00	9	0	0	1	1	1	4	3	1	0	0	0	0	0	20.0	16.7	3.6
09:00:00	8	0	1	2	2	2	2	1	0	0	0	0	0	0	17.6	12.1	4.8
10:00:00	12	0	1	3	3	2	2	2	1	0	0	0	0	0	18.5	12.4	4.9
11:00:00	9	0	1	2	2	2	2	1	0	0	0	0	0	0	18.3	12.7	4.6
12:00:00	10	0	1	2	2	2	2	2	1	0	0	0	0	0	19.0	13.9	4.9
13:00:00	8	0	1	1	2	2	2	2	0	0	0	0	0	0	18.7	13.5	4.4
14:00:00	10	0	1	1	2	2	3	1	1	0	0	0	0	0	18.1	14.2	5.2
15:00:00	10	0	1	1	1	3	4	1	0	0	0	0	0	0	18.0	14.5	4.0
16:00:00	11	0	1	1	2	2	4	2	1	0	0	0	0	0	19.0	14.7	4.3
17:00:00	7	0	0	1	1	2	2	1	0	0	0	0	0	0	19.3	14.7	4.2
18:00:00	5	0	1	1	1	1	1	1	0	0	0	0	0	0	18.2	13.8	5.4
19:00:00	5	0	0	1	1	1	1	1	1	0	0	0	0	0	21.3	15.7	5.3
20:00:00	3	0	0	0	1	1	1	0	0	0	0	0	0	0	20.2	15.2	4.8
21:00:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	20.0	15.4	4.2
22:00:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	16.0	11.7	3.8
23:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	0.0	0.0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
07-19	102	0	6	13	16	21	26	16	4	1	0	0	0	0	18.8	14.0	4.7
06-22	112	0	6	14	18	23	29	18	5	1	0	0	0	0	18.9	14.2	4.8
06-24	113	0	6	14	18	23	29	18	5	1	0	0	0	0	18.9	14.2	4.8
00-24	114	0	6	14	18	23	29	18	5	1	0	0	0	0	18.9	14.1	4.8
am Peak	10:00:00		9:00:00	10:00:00	10:00:00	10:00:00	8:00:00	8:00:00	8:00:00	10:00:00		7:00:00			0:00:00	6:00:00	
Peak Volume	12	0	1	3	3	2	4	3	1	0	0	0			24	17	5
pm Peak	16:00:00		12:00:00	12:00:00	13:00:00	15:00:00	15:00:00	12:00:00	19:00:00	14:00:00	18:00:00	14:00:00			19:00:00	19:00:00	
Peak Volume	10.5	0.0	0.5	1.5	2.0	2.5	4.0	2.0	0.5	0.0	0.0	0.0			21	16	5

SB	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev
00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4.6	0.0	0.0
01:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	0.0	0.0
02:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
03:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
04:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
05:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	6.2	0.0	0.0
06:00:00	1	0	0	0	0	0	1	1	0	0	0	0	0	21.6	18.0	4.0
07:00:00	4	0	0	0	0	1	2	1	1	0	0	0	0	20.2	16.6	3.8
08:00:00	5	0	0	1	1	1	2	2	1	0	0	0	0	20.3	17.0	3.8
09:00:00	4	0	1	1	1	1	1	1	0	0	0	0	0	17.3	11.5	4.4
10:00:00	7	0	1	2	2	1	1	1	1	0	0	0	0	19.0	13.1	5.0
11:00:00	4	0	0	1	1	1	1	1	0	0	0	0	0	18.7	13.1	4.3
12:00:00	5	0	0	1	1	1	1	1	0	0	0	0	0	18.5	13.6	4.4
13:00:00	5	0	0	0	2	1	1	1	0	0	0	0	0	19.3	14.6	4.0
14:00:00	6	0	0	1	1	2	2	1	1	0	0	0	0	19.1	15.5	5.3
15:00:00	5	0	0	0	1	1	2	1	0	0	0	0	0	18.8	15.1	3.8
16:00:00	5	0	0	1	1	1	2	1	0	0	0	0	0	18.5	14.4	4.2
17:00:00	3	0	0	0	1	1	1	1	0	0	0	0	0	19.3	14.3	4.4
18:00:00	2	0	0	0	1	1	1	0	0	0	0	0	0	17.6	13.0	4.6
19:00:00	3	0	0	0	1	1	1	1	1	0	0	0	0	20.6	15.7	4.7
20:00:00	2	0	0	0	0	1	1	0	0	0	0	0	0	21.6	16.1	5.3
21:00:00	1	0	0	0	0	0	1	0	0	0	0	0	0	20.3	17.0	2.8
22:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	16.0	0.0	0.0
23:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
	0	0	0	0	0	0	0	0	0	0	0	0		0.0	0.0	0.0
07-19	53	0	2	6	10	11	13	10	2	1	0	0	0	19.0	14.5	4.6
06-22	59	0	2	6	10	12	15	11	3	1	0	0	0	19.3	14.6	4.6
06-24	59	0	2	6	10	12	15	11	3	1	0	0	0	19.3	14.6	4.6
00-24	60	0	2	6	10	12	15	11	3	1	0	0	0	19.3	14.6	4.7
am Peak	10:00:00		9:00:00	10:00:00	10:00:00	7:00:00	8:00:00	8:00:00	8:00:00	10:00:00		7:00:00		6:00:00	6:00:00	
Peak Volume	7	0	1	2	2	1	2	2	1	0	0	0		21.6	18.0	3.8
pm Peak	14:00:00		16:00:00	12:00:00	13:00:00	14:00:00	14:00:00	13:00:00	14:00:00	14:00:00	19:00:00	14:00:00		20:00:00	21:00:00	
Peak Volume	6	0	0	1	2	2	2	1	1	0	0	0		21.6	17.0	2.6

NB	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85 th %ile	Mean Speed	Std Dev
00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	0.0	0.0
01:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
02:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
03:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
04:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
05:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
06:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	21.2	0.0	0.0
07:00:00	2	0	0	1	1	0	1	0	0	0	0	0	0	19.3	13.8	5.1
08:00:00	4	0	0	0	1	1	2	1	0	0	0	0	0	19.3	16.2	3.2
09:00:00	4	0	1	1	1	1	1	1	0	0	0	0	0	18.2	12.6	5.1
10:00:00	5	0	1	1	1	1	1	1	0	0	0	0	0	16.3	11.3	4.7
11:00:00	5	0	1	1	1	1	1	1	0	0	0	0	0	17.9	12.3	4.8
12:00:00	5	0	1	1	1	1	1	1	1	0	0	0	0	20.0	14.1	5.5
13:00:00	4	0	1	1	1	1	1	1	0	0	0	0	0	16.9	12.2	4.5
14:00:00	4	0	1	1	1	1	1	0	0	0	0	0	0	16.9	12.1	4.2
15:00:00	6	0	1	1	1	2	3	1	0	0	0	0	0	17.3	13.9	4.0
16:00:00	6	0	0	1	1	1	2	1	1	0	0	0	0	19.3	14.9	4.3
17:00:00	4	0	0	1	1	1	2	1	0	0	0	0	0	19.0	14.9	4.1
18:00:00	3	0	0	1	0	1	1	0	0	0	0	0	0	18.5	14.5	5.9
19:00:00	3	0	0	0	0	1	1	1	1	0	0	0	0	21.3	15.5	5.9
20:00:00	1	0	0	0	1	0	1	0	0	0	0	0	0	16.9	13.6	3.4
21:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	19.3	0.0	0.0
22:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	14.2	0.0	0.0
23:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	0.0	0.0
	0	0	0	0	0	0	0	0	0	0	0	0		0.0	0.0	0.0
07-19	49	0	4	7	7	10	13	7	2	0	0	0	0	18.3	13.5	4.8
06-22	53	0	5	7	8	11	14	7	2	0	0	0	0	18.5	13.6	4.9
06-24	54	0	5	8	8	11	14	8	2	0	0	0	0	18.6	13.6	4.9
00-24	54	0	5	8	8	11	14	8	2	0	0	0	0	18.6	13.6	4.9
am Peak	11:00:00		10:00:00	10:00:00	10:00:00	11:00:00	8:00:00	8:00:00	6:00:00	0:00:00				0:00:00	0:00:00	
Peak Volume	5	0	1	1	1	1	2	1	0	0	0	0		24.3	20.7	4.1
pm Peak	16:00:00		12:00:00	12:00:00	14:00:00	15:00:00	15:00:00	12:00:00	12:00:00	16:00:00	18:00:00	19:00:00		19:00:00	19:00:00	
Peak Volume	6	0	1	1	1	2	3	1	1	0	0	0		21.3	15.5	5.9

Event key:

QC Failure

QC Outlier

QC Atypical

Events

Special

Holiday

Offline

Weekends and defined holidays

Holiday-affected days

Notes on data:

Recorder Speed Resolution = 0.02 mph

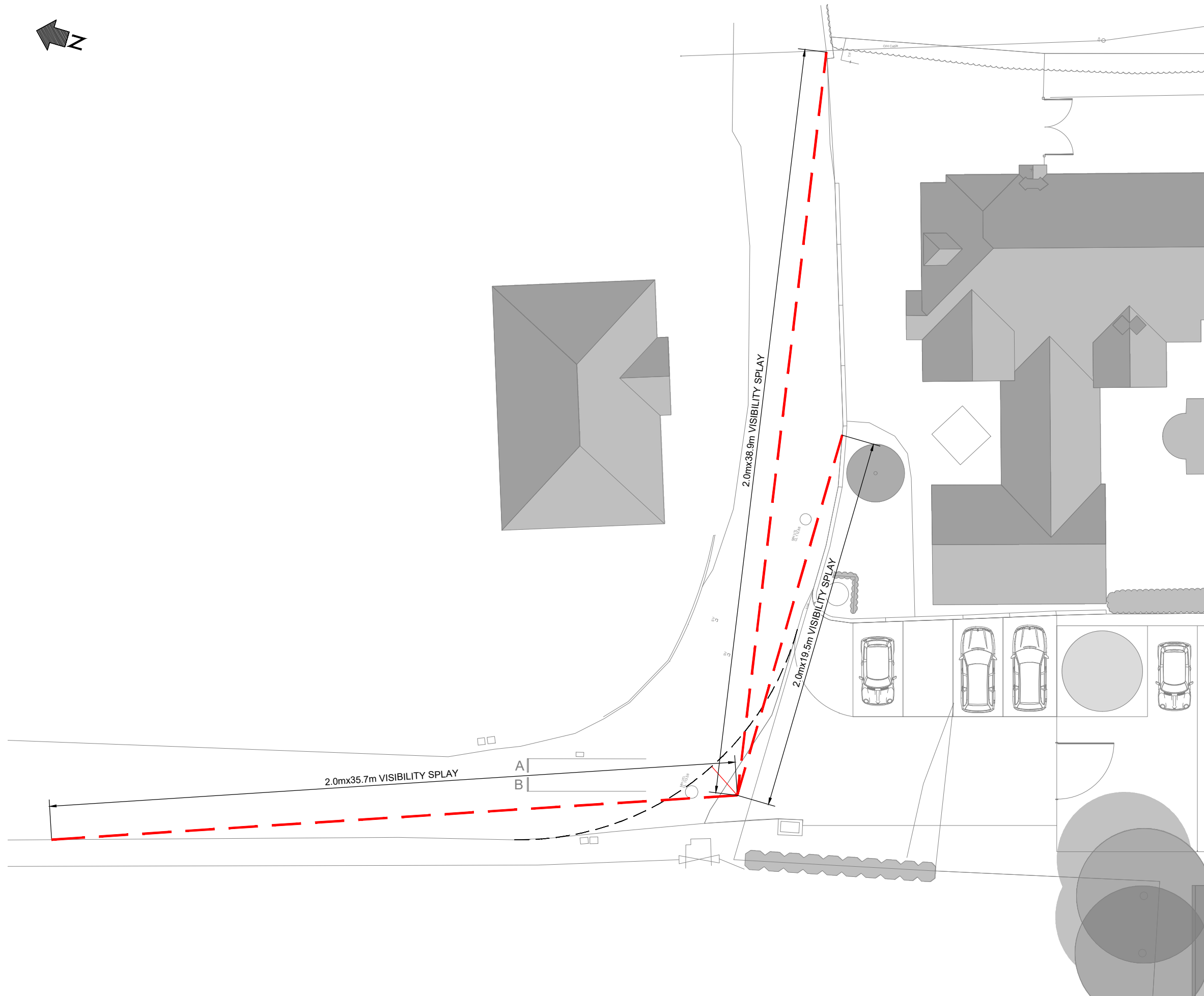
Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

Appendix 3

Access and Visibility



Project
NEW DWELLING AT TRUANT HOUSE

Drawing Title
ACCESS AND VISIBILITY

Drawing Status
FOR INFORMATION

Drawn PN	Designed NC	Date JUL 2025	Scale 1:200	Size A3
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Drawing No. NJC-001	Rev -
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Appendix 4

Extent of Public Highway

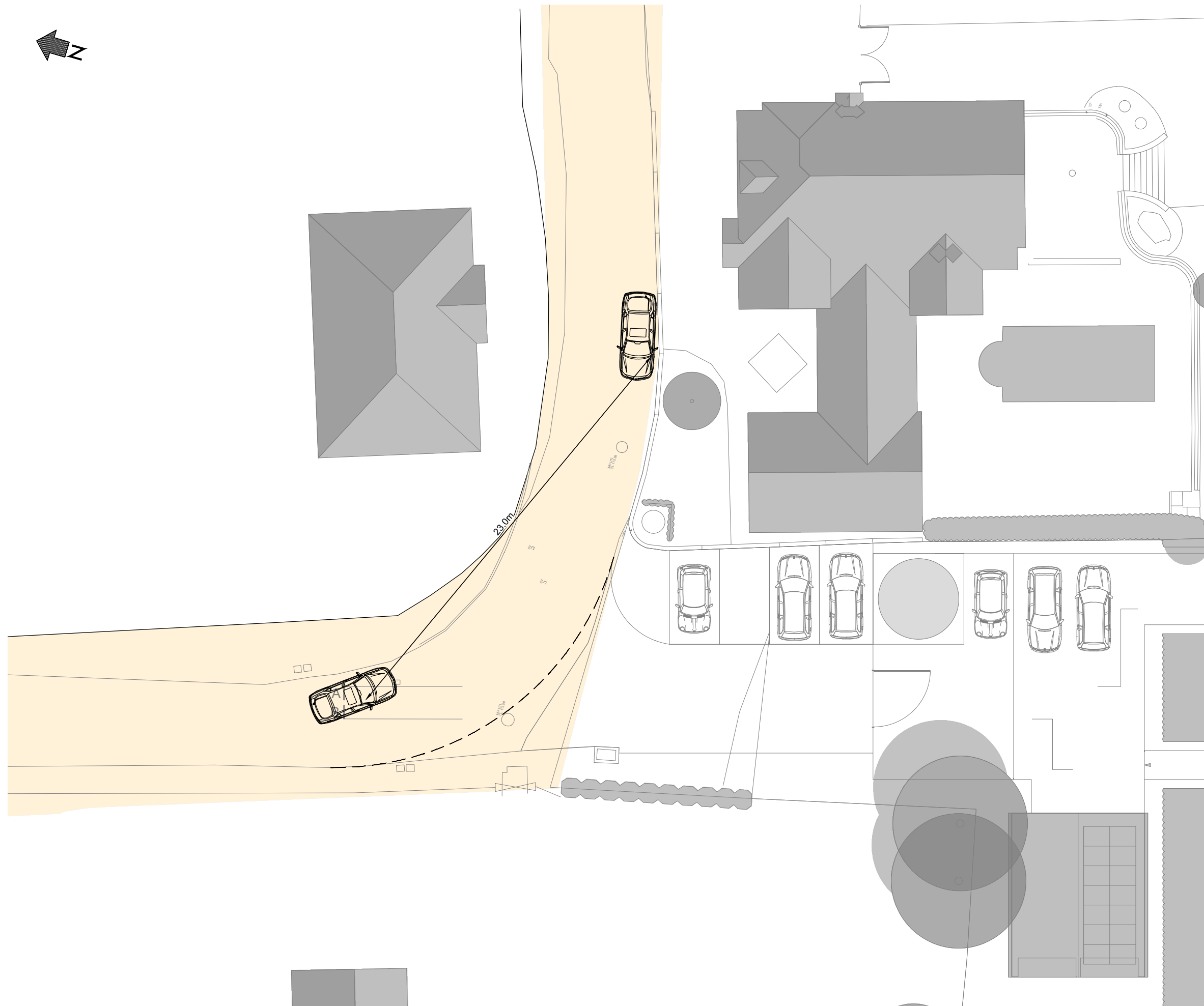


Please Note

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.

Appendix 5

Forward Visibility



Nick Culhane
Highway Consultant

Project

NEW DWELLING AT TRUANT HOUSE

Drawing Title

FORWARD VISIBILITY

Drawing Status

FOR INFORMATION

Drawn PN	Designed NC	Date JUL 2025	Scale 1:200	Size A3
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Drawing No. NJC-002	Rev -
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