

## LAND AT BRACKLAND, NEAR EASTERTON

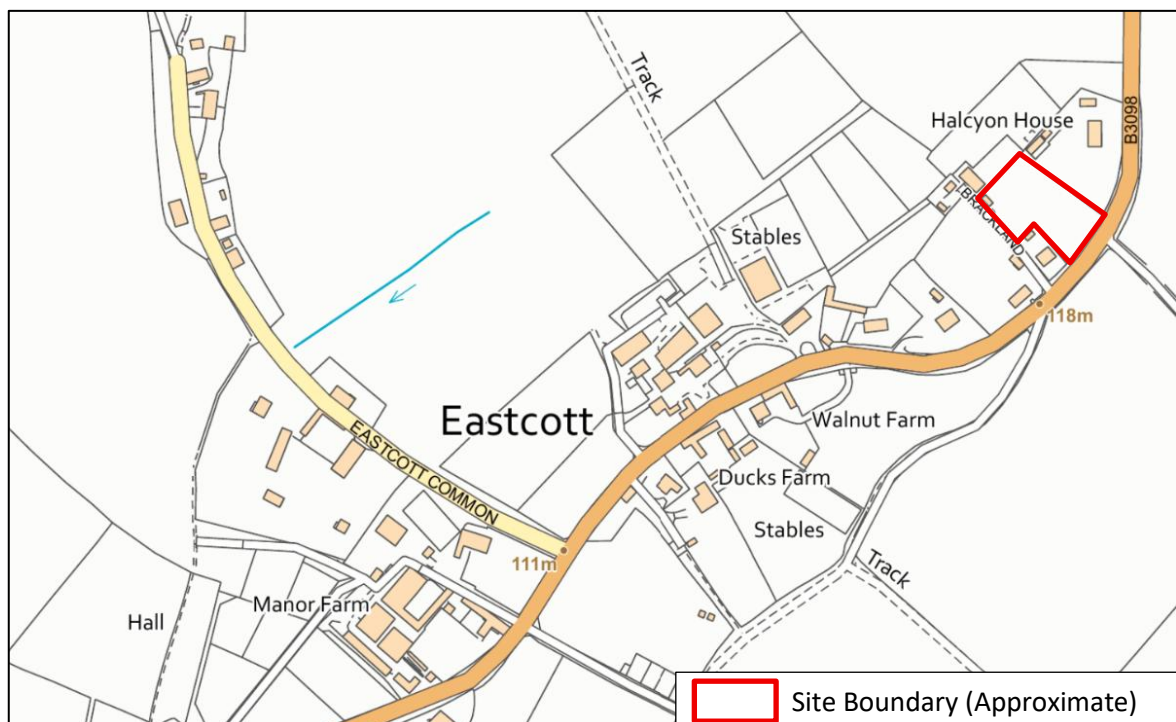
### TECHNICAL NOTE IN SUPPORT OF HIGHWAYS AND TRANSPORT

#### Document Control

| Issue | Ref       | Prepared By | Checked By  | Approved By | Date       | Comments |
|-------|-----------|-------------|-------------|-------------|------------|----------|
| 1     | M455-TN01 | J Rossi     | J Alexander | J Alexander | 31/10/2025 | Issue    |

## 1. Introduction

- 1.1. PFA Consulting has been instructed by Mr Richard Davis to examine the highways and transport implications associated with the proposals for a single dwelling on “Land at Brackland” herein referred to as “the site”. It is the intention that this Technical Note accompanies a planning application to be made to Wiltshire Council in its role as both the local planning and highway authority.
- 1.2. The site comprises a broadly rectangular parcel of land measuring some 0.35 hectares to the north of the B3098 within the hamlet of Eastcott in the parish of Easterton, Wiltshire. Beyond its frontage with the B3098, the site is enclosed to the north-east by Halcyon House, to the west by the access road named Brackland, south-west by No. 15 Brackland and to the north by No. 1/2 Brackland. **Figure 1.1** below shows the site in the context of Eastcott.



**Figure 1.1: Site Location**

## 2. Planning Policy

- 2.1. Wiltshire Council is in the process of updating its Local Plan that will ultimately replace the current Core Strategy adopted in 2015. At the time of writing, the emerging Local Plan covering the period 2020-2038 is at Regulation 19 stage and reference is made to the emerging policies that in the fullness of time shall supersede the Core Strategy.

- 2.2. Easterton is defined within the Local Plan as a small village within the Chippenham rural area. The Local Plan explains that small villages generally have fewer facilities and services and therefore do not have a scale of housing growth set by the plan. However, *“this does not mean there can be no additional growth in these areas”* with new housing development limited to infill.
- 2.3. Policy 71 of the emerging Local Plan concerns transport and new development. It states *“In rural areas, it will be recognised that access to sustainable transport options will be limited but opportunities should be taken to allow people to travel by a choice of transport options.”* Furthermore *“Development proposals must be capable of being served by suitable and safe access to the highway network.”* Policy 72 seeks to restrict development with new points of access to the primary route network and Policy 73 concerns demand management and means of encouraging use of sustainable transport modes.

### 3. Existing Conditions

#### Site Context

- 3.1. The site comprises undeveloped land that is understood to have historically provided pasture land for horses and livery operations but today lies vacant.

#### Local Highway Network

##### Brackland

- 3.2. The site takes vehicular access off Brackland. With regard to the Highways plan provided by Wiltshire Council as provided in full at **Appendix A** and an extract below, Brackland does not constitute an adopted highway but is classified as a Bridleway (EAST19) shown coloured green.



Note: Orange represents highway maintainable at public expense, green lines represent bridleways, purple lines footpaths and brown lines Byways Open to All Traffic

- 3.3. Brackland serves four residential dwellings, numbers 1,2 and 15 on the eastern (site) side and no. 13 on the western side. The carriageway measures approximately 3.7m wide and is bordered by

verge/hedgerow to either side. Localised widening of the carriageway in the vicinity of the accesses serving no. 13/15 provides a suitable passing opportunity though as there is only two further dwellings (nos. 1 & 2) served beyond this point, use of the passing place is infrequent owing to the lightly trafficked nature of the access. **Photo 3.1** provides a view looking north along Brackland as taken from the B3098.



**Photo 3.1: Brackland, as viewed from B3098**

#### B3098

- 3.4. The B3098 is a Class B road that connects Easterton, Market Lavington and Urchfont with the A342 in the northeast and A360 in the southwest. Whilst the B3098 connects the above areas with the wider highway network, it cannot be considered as a strategic route in the same manner as that of the A342 and A360 (higher class roads) that both provides access to Devizes with the A360 connecting with the A303 (part of the strategic road network) in close vicinity of Stonehenge.
- 3.5. A footway borders the B3098 on the site side of the carriageway before alternating to the southern side in the vicinity of No. 11 Downlands and continuing south-westward providing pedestrian access into Easterton. To the north it terminates at Halcyon House which coincides with the north-eastern most extents of built development within Eastcott. Grass verges and hedgerow abut the southern side of the carriageway opposite the site.
- 3.6. The B3098 is subject to a 40mph speed limit in the vicinity of the site, increasing to 50mph north of Halcyon House. In order to establish existing vehicular speeds and flows on the B3098 as passing the site, an Automatic Traffic Count (ATC) survey was undertaken by independent survey company Auto Surveys Ltd between 23 June and 29 June 2025. **Table 3.1** provides a summary of weekday traffic flows with mean and 85<sup>th</sup> percentile speeds contained in **Table 3.2**. Summary ATC survey results inclusive of photographs showing the location of the ATC installation are reproduced at **Appendix B**.

**Table 3.1: Summary of Average Weekday Traffic Flows**

| Time Period                | Direction      | Total Vehicles |
|----------------------------|----------------|----------------|
| AM Peak Hour (08:00-09:00) | Northeastbound | 185            |
|                            | Southwestbound | 156            |
|                            | <b>Total</b>   | <b>341</b>     |
| PM Peak Hour (15:00-16:00) | Northeastbound | 155            |
|                            | Southwestbound | 176            |
|                            | <b>Total</b>   | <b>331</b>     |
| Daily (24 Hour)            | Northeastbound | 1,735          |
|                            | Southwestbound | 1,785          |
|                            | <b>Total</b>   | <b>3,520</b>   |

Note: AM and PM peak hours determined by highest hourly two-way flows

**Table 3.2: Summary of 7 Day Traffic Speeds**

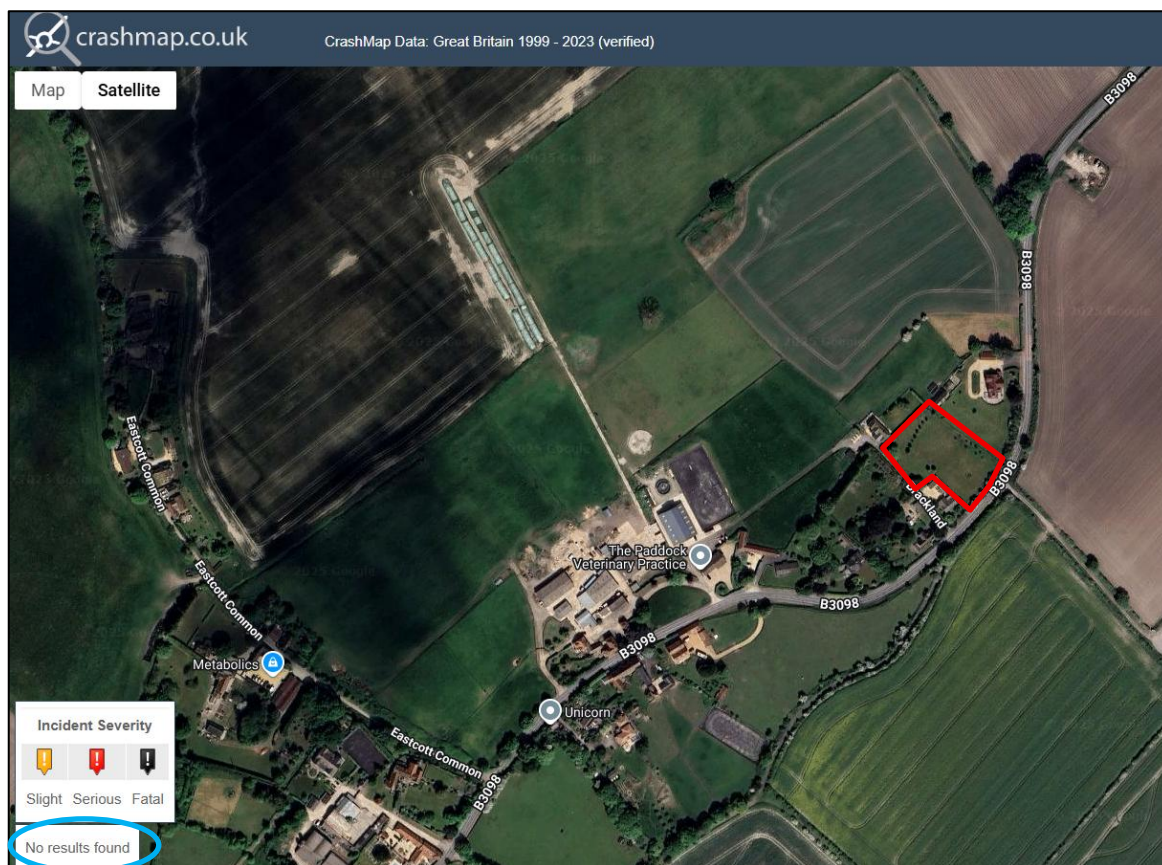
| ATC   | Direction      | Speed Limit | Mean Average | 85th Percentile |
|-------|----------------|-------------|--------------|-----------------|
| B3098 | Northeastbound | 40mph       | 35.1mph      | 39.7mph         |
|       | Southwestbound | 40mph       | 36.2mph      | 40.4mph         |

- 3.7. It can be seen that total AM and PM peak hour flows are broadly similar with a slight north eastbound bias in the AM peak with this reversed in the PM peak suggestive of traffic flows that are relatively tidal in nature. Average weekday daily traffic flows of 3,520 vehicles are less than 4% higher than those recorded in a Manual Count undertaken by the DfT<sup>1</sup> in October 2008 (3,388 vehicles) that suggests the B3098 performs more of a local function than one of a strategic link where growth may be expected to be greater having regard to typical TEMPro forecasts.
- 3.8. The speed survey results demonstrate a high level of compliance with the posted speed limit in both directions. Mean speeds are below the posted speed limit as are 85<sup>th</sup> percentile speeds when rounded to the nearest 1mph.

### Road Safety

- 3.9. The Collision Database service CrashMap has been consulted to determine the location and severity of collisions that resulted in personal injury within the vicinity of the site. **Figure 3.1** shows that there have been no recorded collisions within the most recent five year period along Brackland or the immediate extents of the B3098 resulting in personal injury.

<sup>1</sup> <https://roadtraffic.dft.gov.uk/manualcountpoints/947636>



**Figure 3.1: CrashMap Collision Plot**

- 3.10. A secondary check has identified that there have been no reported collisions for the entirety of the 26 year period covered by CrashMap along Brackland or in the immediate vicinity of the access. In the absence of such data, it is concluded that there are no underlying road safety issues to which the proposed development may exacerbate.

#### **4. Accessibility and Sustainability**

- 4.1. Planning policy recognises that the approach to the accessibility and availability of sustainable modes of travel varies for sites within urban and rural areas. The NPPF (paragraph 115) requires that sustainable transport modes are prioritised, taking account of the vision for the site, the type of development and its location.

##### Public Transport

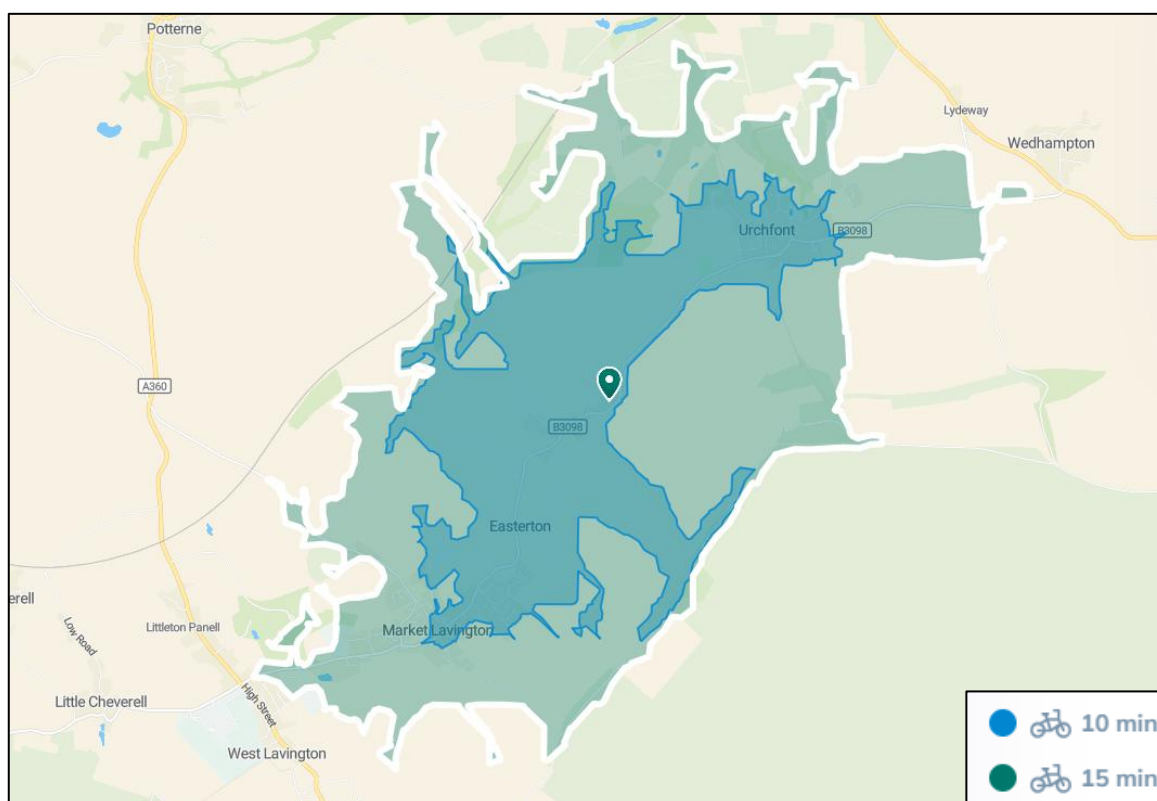
- 4.2. The closest operational bus stops to the site are situated approximately 950m away opposite St Barnabas Church. These stops are served by the following services:

- **Service 3A/3C (Devizes – Lavington Circular)**
  - Combined 7 services daily from 06:44 to 17:51
  - 7 Days per Week
- **Service 87 (Devizes – Trowbridge)**
  - 1 AM Departure towards Trowbridge and 1 PM Departure towards Devizes
  - Monday to Friday

- 4.3. Whilst the bus stops reside in excess of optimal walk distance, this is not uncommon in more rural settings and most importantly, there is a continuous footway provision between the site and the bus stops. It is noted that a closer bus stop exists within 500m opposite the junction with Eastcott Common that may be bought back into use in the future.

### Local Facilities

- 4.4. There is a limited range of local facilities situated within Easterton comprising the village hall and play area, St Barnabas Church, vehicle repair shop and The Oak public house with a much wider array of facilities and amenities located within Market Lavington, approximately 2.2km from the site. Whilst recognising that this distance is slightly in excess of the 2km threshold typically regarded as an acceptable walk distance, that is not to say that future residents would not consider walking to Market Lavington, especially considering the wider range of services available and continuous footway provision between the site and the village. Moreover, the distance to Market Lavington is well within acceptable cycle distance.
- 4.5. **Figure 3.2** below shows 10 minute and 15 minute cycle isochrones of Brackland. It can be seen that the entirety of Easterton and Urchfont are accessible within a 10 minute cycle with Market Lavington comfortably accessible within 15 minutes.



**Figure 3.2: 10 and 15 Minute Cycle Isochrones from Brackland**

- 4.6. In summary, it is considered that the opportunities to travel sustainably exist and that journeys for a variety of purposes can be undertaken without reliance on the private car. The proposal for a single dwelling is such that for those journeys that are undertaken by car, the number of vehicular movements and impact on the highway network can be considered negligible.

## **5. Proposed Development**

- 5.1. The proposal comprises the construction of a single residential dwelling. Means of access is proposed via the existing point of connection with Brackland with this to accommodate movements by all modes of travel to and from the site.

### **Access**

- 5.2. An important consideration of any proposal is the ability to provide safe and suitable access. In utilising the existing point of connection with Brackland, the proposal is not reliant on any 'new' point of access onto the highway network. The absence of any collision history supports access

from a safety perspective and this has been considered further with regard to the geometry of Brackland with the B3098.

- 5.3. Whilst there is a length of approximately 40m between the B3098 and the first opportune passing place along Brackland, the carriageway is straight and intervisibility exists between any vehicles entering and exiting from the position of the passing place. With regard to its lightly trafficked nature, and notwithstanding the sites former use as discussed later in this note, it is considered that the proposal of a single dwelling would not amount to an unacceptable impact on highway safety.
- 5.4. PFA has undertaken a review of the visibility requirements associated at the junction of Brackland and the B3098. This comprises the 'x' distance, a standard value of 2.4m set back from the position that a driver would be expected to give-way and the 'y' distance equating to the sightline either side of the access as measured to the nearside edge of vehicular track. The 'y' distance is determined with regard to the observed 85<sup>th</sup> percentile speeds.
- 5.5. Design guidance governing the calculation of the 'y' distance is contained within Manual for Streets 1 & 2 (MfS) and the Design Manual for Roads and Bridges (DMRB). MfS principally concerns the design of residential streets subject to 20/30mph whilst the DMRB focusses on the requirements associated with motorways and trunk roads subject of greater volumes of traffic at greater speeds. Consequently, it has often been considered that a 'gap' applies in the standards for roads that sit in between the two, such as the B3098 though the publication of MfS2 in 2010 seeks to provide some clarity.
- 5.6. Table 1.1. of MfS2 as replicated below shows MfS remains the relevant source of advice for many key areas. In respect of stopping sight distance (often cited interchangeably with the 'y' distance), the table indicates that MfS advice may apply to streets subject of 40mph and 50mph speed limits subject of local context.

| Speed Limit                         | 20mph | 30mph | 40mph | 50+mph |
|-------------------------------------|-------|-------|-------|--------|
| User Hierarchy                      | ●     | ●     | ●     | ●      |
| Team Working                        | ●     | ●     | ●     | ●      |
| Community Function                  | ●     | ●     | ●     | ●      |
| Inclusive Design                    | ●     | ●     | ●     | ●      |
| Ped/Cycle Support                   | ●     | ●     | ●     | ●      |
| Master Plans/Design Codes           | ●     | ●     | ●     | ●      |
| Stopping Sight Distance             | ●     | ●     | ●     | ●      |
| Frontage Access                     | ●     | ●     | ●     | ●      |
| Minimise Signs and Street Furniture | ●     | ●     | ●     | ●      |
| Quality Audits                      | ●     | ●     | ●     | ●      |
| Connectivity/Permeability           | ●     | ●     | ●     | ●      |

**Table 1.1** Application of key areas of MfS advice

**Note:** ● yes ● subject to local context

- 5.7. Paragraph 1.3.6 of MfS2 states *“Where a single carriageway street with on-street parking and direct frontage access is subject to a 40mph speed limit, its place characteristics are more of a residential street or high street, with higher traffic flows, and may result in actual speeds below the limit. It is only where actual speeds are above 40mph for significant periods of the day that DMRB parameters for SSD are recommended. Where speeds are lower, MfS parameters are recommended” (our emphasis).*

- 5.8. Noting the location of other points of access onto the B3098 both to the south (The Paddock Veterinary Practice, Eastcroft Farm, Walnut Farm, Ducks Farm) and to the north (Halcyon House) along with the presence of on-street parking along B3098 within Easterton where it takes on the name High Street, the characteristics point to the use of Manual for Streets guidance. The speed survey data shows actual mean speeds are considerably below 40mph (See Table 3.2) and having regard to MfS2, its' parameters for determining SSD are deemed appropriate.
- 5.9. Visibility splays have been derived using a spreadsheet calculator containing the formula provided in Paragraph 7.5.3 of MfS which reads:

$$SSD = vt + v^2 / 2d$$

Where:

***V = speed (m/s)***

***T = driver perception – reaction time (Seconds)***

***D – deceleration (m/s<sup>2</sup>)***

- 5.10. The driver perception-reaction time (t value) of 1.5 seconds has been applied (as contained in Manual for Streets along with a deceleration (d) value of 0.375g. This value is consistent with the absolute minimum value contained within the DMRB and duly reflects that HGVs and buses route along the B3098. MfS2 (Paragraph 10.1.7) suggests that as a guide, bus/HGV SSD should not need to be assessed when the combined proportion of HGV and bus traffic is less than 5% of traffic flow. The ATC data identifies that combined bus/HGV flow comprises no more than 2.2% on average and consequently the use of a 0.375g value adds to the robustness of assessment.
- 5.11. The resulting visibility splays are contained in **Table 5.1** below.

**Table 5.1: Visibility Requirements**

| Junction          | Direction      | 85th Percentile | Visibility Splay                  |
|-------------------|----------------|-----------------|-----------------------------------|
| Brackland / B3098 | Northeastbound | 39.7mph         | 2.4m x 69.4m to the right on exit |
|                   | Southwestbound | 40.4mph         | 2.4m x 71.4m to the left on exit  |

- 5.12. PFA Drawing **M455/01** provided as **Appendix C** demonstrates that the requisite visibility splays contained in Table 5.1 above are achievable within land subject to the control of the applicant / public highway. It is acknowledged that whilst demonstrable on plan, achieving such visibility will require the cutting back of vegetation in either direction of the access. Importantly, this is not a new maintenance obligation and should be subject to seasonal maintenance irrespective of the proposed development. Cutting back of this vegetation as a result of the proposal would provide a road safety benefit to the existing users of Brackland.
- 5.13. A secondary check of forward visibility on approach to the junction using the above values with 2.4m adjustment for bonnet length confirms that suitable visibility exists from the position of approaching vehicles to the point of a vehicle waiting to exit Brackland and to the point of a stationary vehicle turning right into Brackland.

#### **Parking**

- 5.14. Parking is to be provided in accordance with Wiltshire Council parking standards and EV charging facilities in accordance with Building Regulations Approved Document S. The NPPF regards ultra-low and zero emission vehicles as sustainable transport modes and the inclusion of EV charging facilitates the future usage of such vehicles.

## **Servicing**

- 5.15. The single dwelling would be serviced in the same regard as that other dwellings situated on Brackland whereby residents wheel bins down for collection off the B3098 on days of collection.

## **6. Trip Generation**

- 6.1. The traditional approach to trip generation comprises the use of the TRICS database in deriving trip rates to be applied to the quantum of development. However, in the case of a single dwelling and when rounding trip rates, it can be concluded that the proposed development would most likely result in between 0-1 two-way trips in either peak hour and approximately 4-6 two-way vehicular movements daily. This level of additional traffic can be considered negligible especially having regard to the site's former operations.
- 6.2. Although PFA has not been supplied with a documented record of the site's former uses, it is understood that horses have historically been kept on site and a Google Streetview image dated August 2011 (provided below) identifies a tractor suggestive of some previous agricultural activity.



Source: ©2025 Google, Image Date: August 2011

- 6.3. In comparison to equine use, it is expected that the proposed development would most likely result in a net-reduction in overall vehicular movement along Brackland considering a DIY livery would often attract at least two visits per day per horse (assuming individual owners) plus occasional visits by vets/farriers and deliveries etc.
- 6.4. In comparison to agricultural use, the proposed development would most likely yield a slightly greater level of movement across a typical day though could be expected to result in potentially fewer movements during key periods of agricultural activity (seeding, spraying harvesting etc).
- 6.5. In both instances, the proposed development would attract vehicular movements principally by private car rather than car and trailer, horsebox or agricultural vehicles. In this regard, the proposals result in a safety betterment in removing larger vehicles from mixing with users of the public bridleway and being longer and slower, have greater gap tolerance requirements in accessing/egressing the B3098.

## **7. Conclusion**

- 7.1. This Technical Note has been prepared in support of the proposal for a single residential dwelling on land at Brackland, Eastcott near Easterton, Wiltshire.

- 7.2. It has been demonstrated that the proposals would represent infill development and from a highways and transport perspective, comply with the requirements of the emerging Local Plan and National Planning Policy.
- 7.3. Whilst situated within a village, opportunities exist for travel without reliance on the private car and the provision of EV charging facilities supports the uptake of low and zero emission vehicles as forms of sustainable transport.
- 7.4. The proposal will utilise an existing point of access onto Brackland, a public bridleway that meets with the B3098 in the form of a priority junction. It is envisaged that the proposed development would result in negligible difference in terms of overall trip generation having regard to the former uses of the site (stables/agricultural). Moreover, the proposal would remove larger, slower moving vehicles from mixing with users of the Bridleway and egressing onto the B3098 that can be considered to represent a safety betterment. Though it is not considered that the proposals would represent a material intensification of Brackland, it has been demonstrated that visibility at the junction with the B3098 is achievable with regard to the 85<sup>th</sup> percentile speeds and requirements of Manual for Streets.
- 7.5. It is concluded that there are no unacceptable impacts on highways safety or cumulative impacts on the road network that could otherwise be considered severe so as to justify preventing or refusing development on highway grounds as per the test set out in Paragraph 116 of the NPPF, December 2024.

#### **APPENDICES**

##### ***Appendix A Wiltshire Council Highways Extents Plan***

##### ***Appendix B ATC Summary Data of B3098***

##### ***Appendix C M455/01A Site Access Visibility***







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100049050

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.



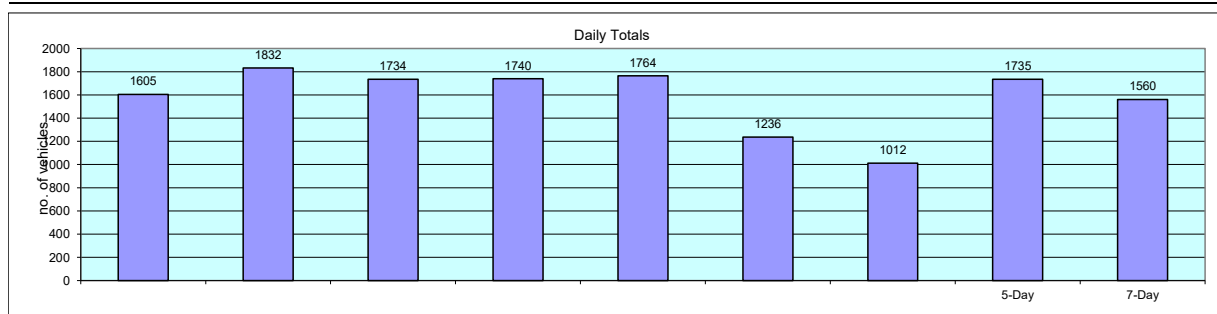


| 14591 EASTERTON   |                                                           |                         |               |               |                          |                |            |            |                      |                    |
|-------------------|-----------------------------------------------------------|-------------------------|---------------|---------------|--------------------------|----------------|------------|------------|----------------------|--------------------|
| JUNE 2025         |                                                           |                         |               |               |                          |                |            |            |                      |                    |
| Site              | Location                                                  | Direction               | Start Date    | End Date      | Posted Speed Limit (PSL) | Total Vehicles | 5 Day Ave. | 7 Day Ave. | Average 85%ile Speed | Average Mean Speed |
| Site No: 14591001 | B3098, Easterton (S of Brackland)<br>51.300914, -1.961875 | Channel: Northeastbound | Mon 23-Jun-25 | Sun 29-Jun-25 | 40                       | 10923          | 1735       | 1560       | 39.7                 | 35.1               |
|                   |                                                           | Channel: Southwestbound | Mon 23-Jun-25 | Sun 29-Jun-25 |                          | 11186          | 1785       | 1598       | 40.4                 | 36.2               |

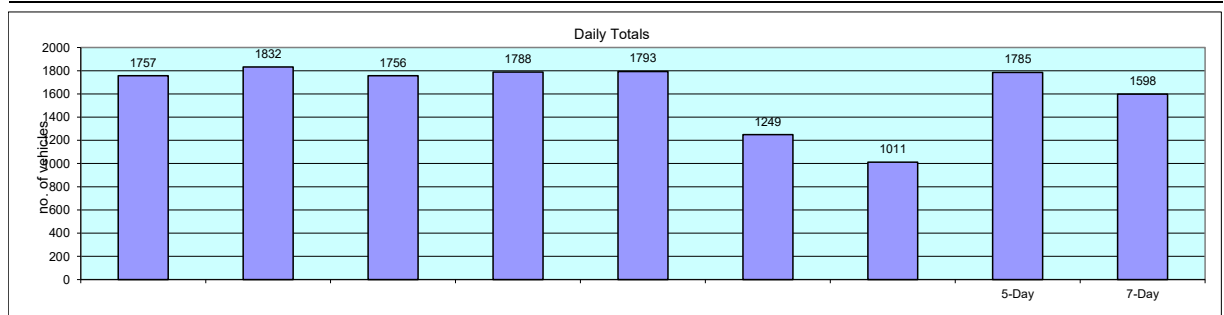
Site 1 - 51.3009141,-1.9618752                      B3098 – LOOKING NORTHEASTBOUND



|                         |               |               |               |                   |               |               |               |                                   |       |
|-------------------------|---------------|---------------|---------------|-------------------|---------------|---------------|---------------|-----------------------------------|-------|
| 14591                   | EASTERTON     |               |               | Site No: 14591001 |               | Location      |               | B3098, Easterton (S of Brackland) |       |
| Channel: Northeastbound |               |               |               |                   |               |               |               |                                   |       |
|                         |               |               |               |                   |               |               |               | 5-Day                             | 7-Day |
| TIME PERIOD             | Mon 23-Jun-25 | Tue 24-Jun-25 | Wed 25-Jun-25 | Thu 26-Jun-25     | Fri 27-Jun-25 | Sat 28-Jun-25 | Sun 29-Jun-25 | Av                                | Av    |
| Week Begin: 23-Jun-25   |               |               |               |                   |               |               |               |                                   |       |
| 00:00                   | 1             | 1             | 4             | 0                 | 2             | 3             | 5             | 2                                 | 2     |
| 01:00                   | 0             | 1             | 2             | 1                 | 1             | 0             | 3             | 1                                 | 1     |
| 02:00                   | 0             | 0             | 1             | 0                 | 0             | 0             | 0             | 0                                 | 0     |
| 03:00                   | 2             | 1             | 4             | 3                 | 2             | 2             | 0             | 2                                 | 2     |
| 04:00                   | 6             | 7             | 6             | 3                 | 5             | 0             | 0             | 5                                 | 4     |
| 05:00                   | 18            | 24            | 17            | 22                | 15            | 10            | 9             | 19                                | 16    |
| 06:00                   | 40            | 52            | 58            | 47                | 48            | 13            | 6             | 49                                | 38    |
| 07:00                   | 133           | 158           | 162           | 147               | 128           | 29            | 31            | 146                               | 113   |
| 08:00                   | 203           | 190           | 207           | 191               | 136           | 67            | 48            | 185                               | 149   |
| 09:00                   | 103           | 150           | 98            | 109               | 103           | 101           | 78            | 113                               | 106   |
| 10:00                   | 105           | 101           | 95            | 90                | 121           | 122           | 89            | 102                               | 103   |
| 11:00                   | 111           | 97            | 98            | 123               | 110           | 111           | 101           | 108                               | 107   |
| 12:00                   | 107           | 115           | 96            | 99                | 125           | 104           | 87            | 108                               | 105   |
| 13:00                   | 87            | 109           | 93            | 92                | 95            | 117           | 85            | 95                                | 97    |
| 14:00                   | 84            | 90            | 114           | 83                | 119           | 95            | 87            | 98                                | 96    |
| 15:00                   | 163           | 148           | 156           | 162               | 145           | 81            | 60            | 155                               | 131   |
| 16:00                   | 114           | 139           | 123           | 138               | 175           | 95            | 61            | 138                               | 121   |
| 17:00                   | 136           | 131           | 136           | 143               | 135           | 67            | 68            | 136                               | 117   |
| 18:00                   | 59            | 128           | 97            | 87                | 94            | 68            | 68            | 93                                | 86    |
| 19:00                   | 57            | 79            | 66            | 98                | 66            | 64            | 41            | 73                                | 67    |
| 20:00                   | 36            | 52            | 37            | 48                | 52            | 28            | 44            | 45                                | 42    |
| 21:00                   | 20            | 31            | 41            | 30                | 46            | 22            | 30            | 34                                | 31    |
| 22:00                   | 14            | 22            | 14            | 15                | 25            | 18            | 7             | 18                                | 16    |
| 23:00                   | 6             | 6             | 9             | 9                 | 16            | 19            | 4             | 9                                 | 10    |
| 12H,7-19                | 1405          | 1556          | 1475          | 1464              | 1486          | 1057          | 863           | 1477                              | 1329  |
| 16H,6-22                | 1558          | 1770          | 1677          | 1687              | 1698          | 1184          | 984           | 1678                              | 1508  |
| 18H,6-24                | 1578          | 1798          | 1700          | 1711              | 1739          | 1221          | 995           | 1705                              | 1535  |
| 24H,0-24                | 1605          | 1832          | 1734          | 1740              | 1764          | 1236          | 1012          | 1735                              | 1560  |
| Am                      | 08:00         | 08:00         | 08:00         | 08:00             | 08:00         | 10:00         | 11:00         |                                   |       |
| Peak                    | 203           | 190           | 207           | 191               | 136           | 122           | 101           |                                   |       |
| Pm                      | 15:00         | 15:00         | 15:00         | 15:00             | 16:00         | 13:00         | 14:00         |                                   |       |
| Peak                    | 163           | 148           | 156           | 162               | 175           | 117           | 87            |                                   |       |



|                         |               |               |               |                   |               |               |               |                                   |       |
|-------------------------|---------------|---------------|---------------|-------------------|---------------|---------------|---------------|-----------------------------------|-------|
| 14591                   | EASTERTON     |               |               | Site No: 14591001 |               | Location      |               | B3098, Easterton (S of Brackland) |       |
| Channel: Southwestbound |               |               |               |                   |               |               |               |                                   |       |
|                         |               |               |               |                   |               |               |               | 5-Day                             | 7-Day |
| TIME PERIOD             | Mon 23-Jun-25 | Tue 24-Jun-25 | Wed 25-Jun-25 | Thu 26-Jun-25     | Fri 27-Jun-25 | Sat 28-Jun-25 | Sun 29-Jun-25 | Av                                | Av    |
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| 00:00                   | 2             | 1             | 1             | 3                 | 2             | 5             | 13            | 2                                 | 4     |
| 01:00                   | 2             | 3             | 3             | 1                 | 4             | 1             | 5             | 3                                 | 3     |
| 02:00                   | 0             | 0             | 1             | 0                 | 1             | 0             | 2             | 0                                 | 1     |
| 03:00                   | 0             | 1             | 0             | 1                 | 1             | 2             | 0             | 1                                 | 1     |
| 04:00                   | 2             | 5             | 4             | 0                 | 2             | 1             | 0             | 3                                 | 2     |
| 05:00                   | 9             | 10            | 6             | 8                 | 6             | 1             | 1             | 8                                 | 6     |
| 06:00                   | 16            | 24            | 24            | 21                | 17            | 11            | 7             | 20                                | 17    |
| 07:00                   | 91            | 105           | 102           | 96                | 86            | 36            | 21            | 96                                | 77    |
| 08:00                   | 179           | 168           | 163           | 152               | 118           | 58            | 43            | 156                               | 126   |
| 09:00                   | 92            | 93            | 100           | 87                | 103           | 96            | 49            | 95                                | 89    |
| 10:00                   | 100           | 105           | 85            | 102               | 107           | 104           | 79            | 100                               | 97    |
| 11:00                   | 100           | 110           | 86            | 113               | 120           | 131           | 100           | 106                               | 109   |
| 12:00                   | 127           | 103           | 111           | 111               | 125           | 122           | 104           | 115                               | 115   |
| 13:00                   | 99            | 101           | 103           | 114               | 137           | 113           | 85            | 111                               | 107   |
| 14:00                   | 123           | 162           | 147           | 123               | 137           | 108           | 96            | 138                               | 128   |
| 15:00                   | 219           | 167           | 165           | 159               | 169           | 84            | 77            | 176                               | 149   |
| 16:00                   | 173           | 199           | 192           | 182               | 206           | 84            | 84            | 190                               | 160   |
| 17:00                   | 178           | 168           | 183           | 211               | 141           | 64            | 71            | 176                               | 145   |
| 18:00                   | 117           | 130           | 113           | 109               | 129           | 79            | 58            | 120                               | 105   |
| 19:00                   | 63            | 69            | 53            | 68                | 62            | 53            | 38            | 63                                | 58    |
| 20:00                   | 30            | 50            | 52            | 54                | 47            | 35            | 33            | 47                                | 43    |
| 21:00                   | 19            | 33            | 33            | 50                | 37            | 25            | 27            | 34                                | 32    |
| 22:00                   | 13            | 18            | 22            | 17                | 26            | 20            | 12            | 19                                | 18    |
| 23:00                   | 3             | 7             | 7             | 6                 | 10            | 16            | 6             | 7                                 | 8     |
| 12H,7-19                | 1598          | 1611          | 1550          | 1559              | 1578          | 1079          | 867           | 1579                              | 1406  |
| 16H,6-22                | 1726          | 1787          | 1712          | 1752              | 1741          | 1203          | 972           | 1744                              | 1556  |
| 18H,6-24                | 1742          | 1812          | 1741          | 1775              | 1777          | 1239          | 990           | 1769                              | 1582  |
| 24H,0-24                | 1757          | 1832          | 1756          | 1788              | 1793          | 1249          | 1011          | 1785                              | 1598  |
| Am                      | 08:00         | 08:00         | 08:00         | 08:00             | 11:00         | 11:00         | 11:00         |                                   |       |
| Peak                    | 179           | 168           | 163           | 152               | 120           | 131           | 100           |                                   |       |
| Pm                      | 15:00         | 16:00         | 16:00         | 17:00             | 16:00         | 12:00         | 12:00         |                                   |       |
| Peak                    | 219           | 199           | 192           | 211               | 206           | 122           | 104           |                                   |       |







Status

**FOR INFORMATION**

This drawing is produced for initial discussion and illustrative purposes only, and should not be relied upon for tender or pricing purposes.

0m 15m

Scale 1:500

**KEY**

Site Boundary (Approximate)

Extent of public highway obtained from Wiltshire Council records dated 18/06/25

Visibility splays:

Manual for Streets (Reaction Time 1.5s, Deceleration Rate: 0.375g)

2.4m x 71.4m to the left on exit

2.4m x 69.4m to the right on exit

In accordance with 85<sup>th</sup> percentile speeds of: 40.4mph southwestbound and 39.7mph northeastbound

Forward visibility splays (as per above 'y' distance plus 2.4m bonnet length adjustment)

Forward visibility of a stationary vehicle turning right into Brackland (as per above 'y' distance plus 2.4m bonnet length adjustment)

| Direction      | Speed Limit (mph) | Mean Average Speed (mph) | 85th Percentile Speed (mph) |
|----------------|-------------------|--------------------------|-----------------------------|
| Northeastbound | 40                | 35.1                     | 39.7                        |
| Southwestbound | 40                | 36.2                     | 40.4                        |

| Rev | Date     | Description                             | Drawn | Check |
|-----|----------|-----------------------------------------|-------|-------|
| A   | 31/10/25 | Revised to accompany PFA Technical Note | JR    | JA    |
| #   | 07/07/25 | First Issue                             | TLH   | JR    |

**pfa consulting**

planning and engineering, now and for the future

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Client

**Richard Davies**

Project

**Land at Brackland, Easterton**

Drawing Title

**Site Access Visibility**

|                                      |          |
|--------------------------------------|----------|
| Sheet 1 of 1                         |          |
| Drawing No.                          | Rev      |
| <b>M455/1</b>                        | <b>A</b> |
| E-Mail: thillier@pfaconsulting.co.uk | A3       |

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