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HIGHWAY TECHNICAL NOTE

Replacement Vehicular Access at Wheatlands, Rivar Road, Shalbourne SN8 3RL

1. Introduction

This Highway Technical Note has been prepared on behalf of Mr N Dunne in support of a planning application submission to Wiltshire Council, acting as Local Planning Authority (LPA), for the provision of a replacement vehicular access to serve the property known as Wheatlands, Rivar Road, Shalbourne SN8 3RL.

The location of the site is shown below.



The purpose of this note is to consider the highway context of the site, describe the proposed access arrangements, and demonstrate that the proposal will not result in any adverse impact on highway safety or the efficient operation of the local highway network.

2. Site and Highway Context

The site is located on the eastern side of Rivar Road, which is a classified adopted public highway with the identification number C196. Rivar Road is rural in character, comprising a narrow two-way single carriageway with no footways or street lighting. The surrounding land use is predominantly agricultural and residential, and the road functions primarily as a rural lane serving dispersed properties.

To the north the road serves the village of Shalbourne which is located approximately 3 miles south-west of Hungerford, Berkshire, whilst to the south Rivar Road joins the small village of Oxenwood.

At the site frontage, Rivar Road is subject to the National Speed Limit. However, its alignment, limited forward visibility, and rural character naturally constrain vehicle speeds, and this is discussed in greater detail below.

At present, visibility at the existing access is limited and the Applicants gingerly edge out into the carriageway until adequate visibility is available. This tends to result in the bonnet of a car in the running carriageway of Rivar Road.

The design of the access also results in any visitor to the site having to wait within the carriageway, causing a potential obstruction, whilst the gates are being opened from within.

3. Traffic Speed and Volume Data

To establish the prevailing traffic conditions along this section of Rivar Road, a 7-day automatic traffic speed and volume survey was undertaken commencing on 7 December 2025. The table below gives a summary of the recorded traffic speeds and volumes, whilst the survey data is included as **Appendix 1** to this Note.

Rivar Road (60mph)				
Traffic Speeds (85 th percentile)		Traffic Volumes		
Southbound	Northbound	Southbound	Northbound	Combined
43.4 mph	41.3 mph	127	133	260

These recorded speeds are substantially below the posted National Speed Limit and are typical of a rural lane with limited width and alignment constraints.

4. Visibility Requirements

Visibility requirements have been assessed with reference to Manual for Streets, using the recorded 85th percentile speeds rather than the posted speed limit, which is considered appropriate in this rural context. MfS suggests that in this instance a reaction time of 2 seconds should be employed together with a deceleration rate of 0.25g.

Based on the survey results and the MfS parameters, the required visibility Y-distances are:

- To the south: 109 metres
- To the north: 118 metres

Given the rural lane character of Rivar Road, it is appropriate to apply an X-distance of 2.0 metres, which reflects the limited traffic flows and the low likelihood of conflicting movements and is advocated by paragraph 10.5.8 of Manual for Streets 2.

The proposed access location is capable of achieving these visibility splays, which can be accommodated within land under the control of the applicant and/ or within the public highway verge fronting the site. Any planning permission can be subject to a standard condition requiring the visibility splays to be kept clear of obstructions 600mm above carriageway level.

Drawing numbered NJC-001 is included as [Appendix 2](#) to this Note which shows the location of the access together with the appropriate visibility splays.

5. Proposed Access Arrangement

The proposal is for a replacement access in the form of a simple verge crossing onto Rivar Road (C196).

The key elements of the access design are as follows:

- The first 10.0 metres of the access, measured from the edge of the carriageway, will be surfaced in a porous, non-migratory bound material, preventing loose material from being dragged onto the public highway.
- The access geometry is appropriate for the anticipated low-intensity residential use of the site.
- The existing access will be stopped up, and the highway verge and boundary hedgerow reinstated, resulting in a net improvement to the appearance of the road frontage and eliminating the potential for informal or unsafe access movements.
- The new gates will be set back within the site which will allow vehicles to stand clear of the running carriageway whilst they are being opened or closed, thus resulting in a great improvement over the current situation.

6. Highway Safety Considerations

Rivar Road carries very low traffic volumes, and vehicle speeds are demonstrably modest. The proposed replacement access will result in a single, clearly defined point of access with adequate visibility in both directions, replacing an existing arrangement that is less well-defined.

Given the low frequency of use, the nature of the surrounding highway network, and the provision of appropriate visibility splays, the proposed access will operate safely and without detriment to other road users, including cyclists, equestrians, and pedestrians who may occasionally use the carriageway.

7. Summary and Conclusion

This Highway Technical Note has been prepared in support of a planning application for a replacement vehicular access at Wheatlands, Rivar Road, Shalbourne.

In summary:

- Rivar Road (C196) is a lightly trafficked rural lane with low observed vehicle speeds.
- Traffic surveys confirm very low daily traffic flows and 85th percentile speeds well below the National Speed Limit.
- Visibility splays of 2.0m x 109m to the south and 2.0m x 118m to the north can be achieved and are appropriate for the site context.
- The proposed access design, including a bound surface for the first 10.0m, accords with Wiltshire Council highway requirements.
- The stopping up of the existing access and reinstatement of the hedge represents an improvement to highway safety and visual amenity.

It is therefore concluded that the proposed replacement access will not result in any material harm to highway safety or the operation of the local highway network and is acceptable in highway terms.

Nick Culhane 10th February 2026

Appendix 1

Traffic Survey Data

Wheatlands - ATC 1 - Rivar Road

Produced by Streetwise Services Ltd.



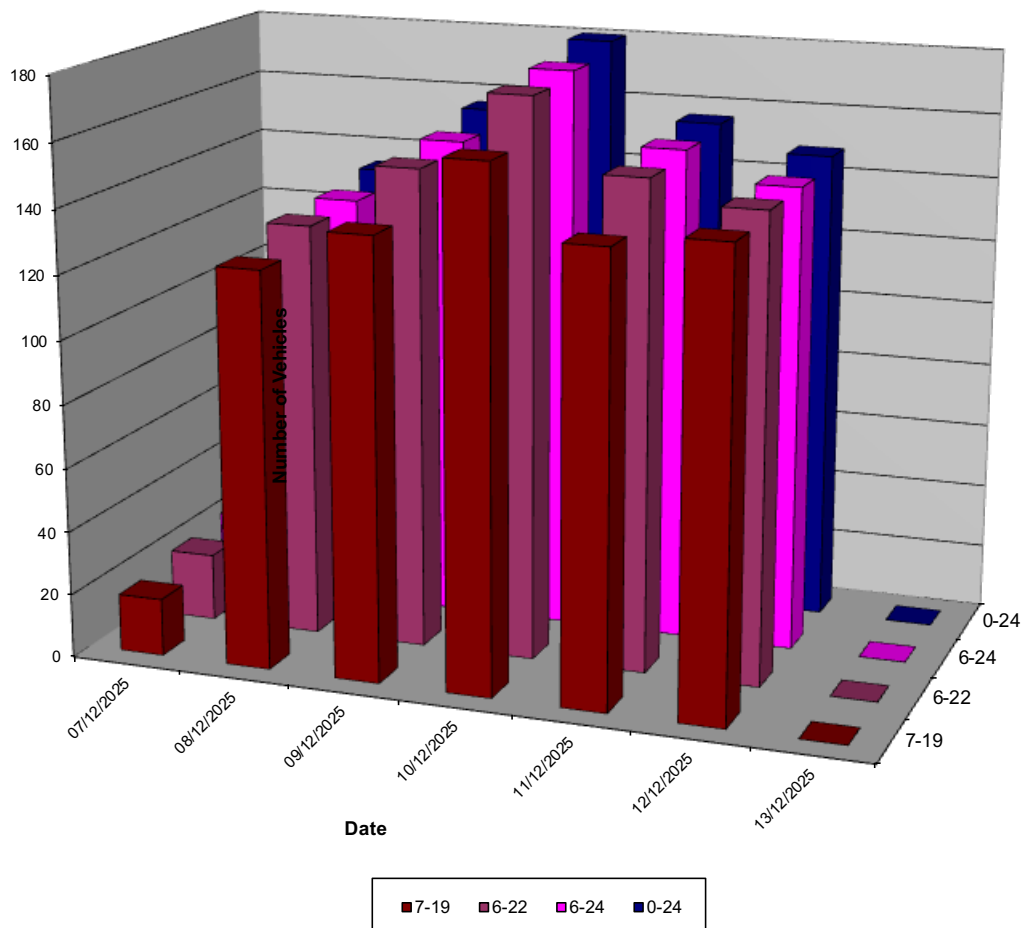
Channel - Northbound

Vehicle Flow

Hour	Min	07/12/2025 Sunday	08/12/2025 Monday	09/12/2025 Tuesday	10/12/2025 Wednesday	11/12/2025 Thursday	12/12/2025 Friday	13/12/2025 Saturday	5 Day Ave	7 Day Ave
0	0	0	0	1	0	0	0	0	1	1
1	0	0	0	0	0	0	0	0	-	-
2	0	0	0	0	0	0	0	0	-	-
3	0	0	0	0	0	0	0	0	-	-
4	0	0	0	1	1	0	1	0	1	1
5	0	0	3	2	3	2	2	0	2	2
6	0	0	3	4	2	1	2	0	2	2
7	0	0	20	20	20	21	18	0	20	20
8	0	0	21	19	24	20	18	0	20	20
9	0	0	8	8	15	10	7	0	10	10
10	0	0	11	8	13	11	5	0	10	10
11	0	0	4	8	11	8	17	0	10	10
12	0	0	9	8	8	17	15	0	11	11
13	0	0	6	8	14	7	11	0	9	9
14	0	0	5	14	17	6	10	0	10	10
15	0	0	16	18	17	16	14	0	16	16
16	0	5	9	8	15	10	18	0	12	11
17	0	7	9	11	3	8	10	0	8	8
18	0	6	6	7	4	5	0	0	6	6
19	0	2	1	5	7	10	0	0	6	5
20	0	0	2	1	1	0	0	0	1	1
21	0	1	0	3	3	2	0	0	3	2
22	0	1	1	2	0	2	0	0	2	2
23	0	1	0	0	2	0	0	0	2	2

Hour	7-19	18	124	137	161	139	143	0	141	120
Ranges:	6-22	21	130	150	174	152	145	0	150	129
	6-24	23	131	152	176	154	145	0	152	130
	0-24	23	134	156	180	156	148	0	155	133

Vehicle Flow (Channel 1)

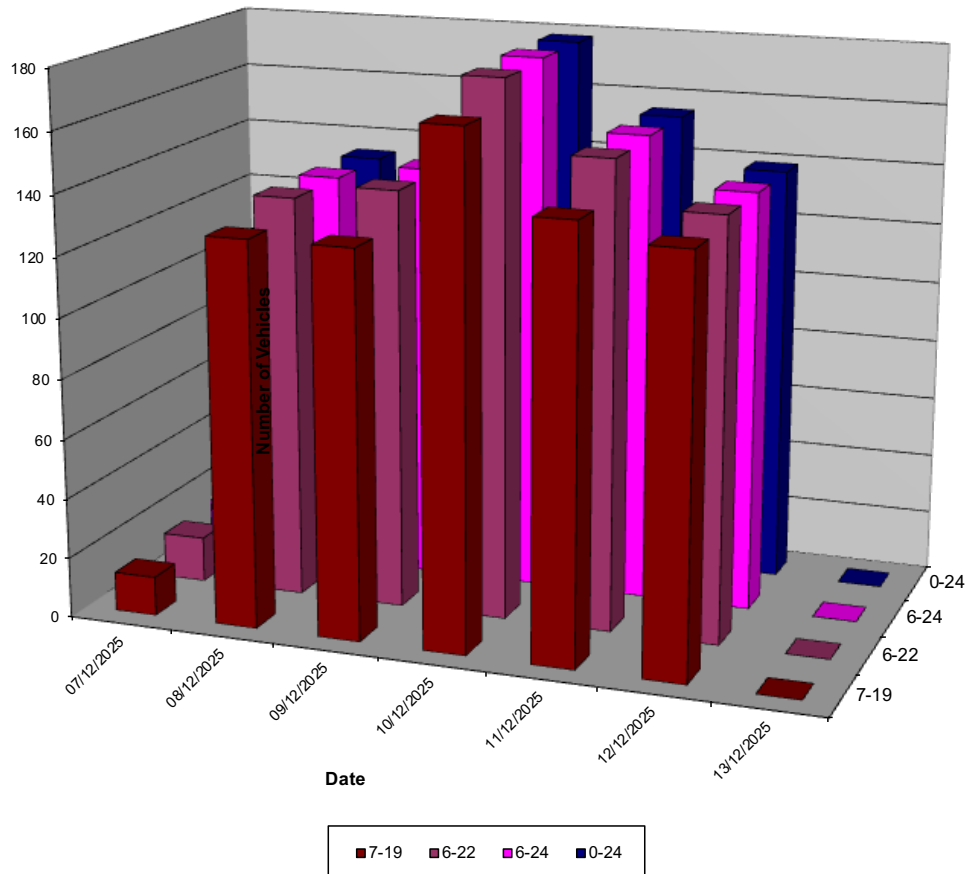


Channel - Southbound

Vehicle Flow

Hour	Min	07/12/2025 Sunday	08/12/2025 Monday	09/12/2025 Tuesday	10/12/2025 Wednesday	11/12/2025 Thursday	12/12/2025 Friday	13/12/2025 Saturday	5 Day Ave	7 Day Ave
0	0	0	0	0	0	0	0	0	-	-
1	0	0	0	0	0	0	0	0	-	-
2	0	0	0	0	0	0	0	0	-	-
3	0	0	0	0	0	0	0	0	-	-
4	0	0	0	0	0	0	0	0	-	-
5	0	0	0	0	0	0	0	0	-	-
6	0	0	3	3	4	1	3	0	3	3
7	0	0	17	15	18	17	14	0	16	16
8	0	0	6	3	9	8	4	0	6	6
9	0	0	7	10	11	11	6	0	9	9
10	0	0	9	5	13	9	9	0	9	9
11	0	0	8	9	9	14	13	0	11	11
12	0	0	9	9	15	11	19	0	13	13
13	0	0	8	8	17	7	12	0	10	10
14	0	0	11	9	14	14	13	0	12	12
15	0	0	17	22	19	15	13	0	17	17
16	0	5	12	19	18	12	21	0	16	15
17	0	3	18	13	13	16	12	0	14	13
18	0	5	2	3	5	5	0	0	4	4
19	0	0	4	3	7	3	0	0	4	4
20	0	2	0	2	1	1	0	0	1	2
21	0	0	3	4	3	3	0	0	3	3
22	0	0	0	2	1	7	0	0	3	3
23	0	1	0	0	1	1	0	0	1	1
Hour	7-19	13	128	128	168	142	136	0	140	119
Ranges:	6-22	15	134	139	177	154	139	0	149	126
	6-24	16	134	139	178	155	139	0	149	127
	0-24	16	134	139	178	155	139	0	149	127

Vehicle Flow (Channel 2)



Wheatlands - ATC 1 - Rivar Road

Produced by Streetwise Services Ltd.



Channel - Northbound

Average Speed

Hour	Min	07/12/2025 Sunday	08/12/2025 Monday	09/12/2025 Tuesday	10/12/2025 Wednesday	11/12/2025 Thursday	12/12/2025 Friday	13/12/2025 Saturday
0	0	-	-	37.0	-	-	-	-
1	0	-	-	-	-	-	-	-
2	0	-	-	-	-	-	-	-
3	0	-	-	-	-	-	-	-
4	0	-	-	33.9	39.2	-	38.1	-
5	0	-	41.6	41.0	41.5	41.0	38.8	-
6	0	-	37.5	39.9	42.0	35.1	36.3	-
7	0	-	32.4	32.6	29.4	32.4	32.3	-
8	0	-	37.2	37.6	35.9	35.3	37.8	-
9	0	-	33.3	36.2	33.2	33.8	34.7	-
10	0	-	-	34.9	35.7	33.2	34.5	-
11	0	-	36.5	34.0	36.4	34.1	33.9	-
12	0	-	28.2	33.7	38.5	37.8	32.5	-
13	0	-	34.8	32.3	32.2	33.8	33.5	-
14	0	-	34.5	33.5	32.7	29.8	32.1	-
15	0	-	29.7	31.8	34.9	33.3	33.3	-
16	0	36.3	36.3	35.0	35.3	32.0	34.7	-
17	0	38.1	34.0	35.7	35.5	40.1	35.4	-
18	0	29.1	36.7	36.3	32.6	35.5	-	-
19	0	34.2	57.9	37.4	38.8	31.9	-	-
20	0	-	43.8	25.1	38.9	-	-	-
21	0	34.4	-	30.5	31.5	35.6	-	-
22	0	42.8	30.7	38.1	-	36.1	-	-
23	0	40.6	-	-	50.2	-	-	-

Hour	10-12	-	35.9	34.4	36.0	33.6	34.0	-
Ranges:	14-16	-	30.8	32.6	33.8	32.4	32.8	-
	0-24	35.2	34.4	34.6	34.7	34.3	34.2	-

7 Day Ave 34.5

Channel - Northbound

85th Percentile

Hour	Min	07/12/2025 Sunday	08/12/2025 Monday	09/12/2025 Tuesday	10/12/2025 Wednesday	11/12/2025 Thursday	12/12/2025 Friday	13/12/2025 Saturday
0	0	-	-	37.0	-	-	-	-
1	0	-	-	-	-	-	-	-
2	0	-	-	-	-	-	-	-
3	0	-	-	-	-	-	-	-
4	0	-	-	33.9	39.2	-	38.1	-
5	0	-	48.2	42.2	42.4	42.1	39.4	-
6	0	-	43.6	48.1	46.9	35.1	39.0	-
7	0	-	37.3	39.5	33.9	38.1	38.8	-
8	0	-	45.7	43.5	42.6	43.5	42.8	-
9	0	-	36.9	39.2	39.5	37.3	39.5	-
10	0	-	42.2	40.6	42.7	39.8	39.7	-
11	0	-	44.4	38.4	40.4	41.8	40.5	-
12	0	-	35.5	36.6	45.2	42.6	38.9	-
13	0	-	40.7	33.1	38.6	37.4	39.5	-
14	0	-	37.9	41.0	42.1	39.5	37.8	-
15	0	-	35.3	40.8	39.1	37.7	36.1	-
16	0	43.1	42.8	39.6	40.8	38.9	41.6	-
17	0	42.6	40.4	41.1	41.3	46.6	39.1	-
18	0	35.9	42.8	39.7	39.0	38.3	-	-
19	0	35.3	57.9	44.4	45.0	37.9	-	-
20	0	-	46.5	25.1	38.9	-	-	-
21	0	34.4	-	31.7	34.7	36.3	-	-
22	0	42.8	30.7	41.1	-	36.8	-	-
23	0	40.6	-	-	50.5	-	-	-

Hour	10-12	-	42.5	39.5	41.9	41.0	41.2	-
Ranges:	14-16	-	35.7	40.9	39.6	38.9	37.6	-
	0-24	42.0	41.9	41.1	41.3	40.2	41.0	-

7 Day Ave 41.3

Channel - Southbound

Average Speed

Hour	Min	07/12/2025 Sunday	08/12/2025 Monday	09/12/2025 Tuesday	10/12/2025 Wednesday	11/12/2025 Thursday	12/12/2025 Friday	13/12/2025 Saturday
0	0	-	-	-	-	-	-	-
1	0	-	-	-	-	-	-	-
2	0	-	-	-	-	-	-	-
3	0	-	-	-	-	-	-	-
4	0	-	-	-	-	-	-	-
5	0	-	-	-	-	-	-	-
6	0	-	40.2	34.2	34.2	46.6	44.3	-
7	0	-	36.7	37.9	35.3	36.2	38.2	-
8	0	-	32.9	37.7	31.7	36.0	38.8	-
9	0	-	39.9	34.7	34.5	36.4	32.5	-
10	0	-	34.7	39.1	36.4	35.4	35.1	-
11	0	-	34.4	34.2	34.2	32.7	28.9	-
12	0	-	31.4	37.2	36.9	37.8	35.3	-
13	0	-	37.5	33.9	40.7	35.6	35.4	-
14	0	-	37.2	36.8	36.4	35.2	36.7	-
15	0	-	35.9	33.7	35.4	37.8	33.3	-
16	0	36.6	37.3	31.9	37.7	35.3	34.8	-
17	0	34.6	39.0	38.0	40.4	38.7	39.6	-
18	0	34.0	27.6	38.2	36.4	34.9	-	-
19	0	-	35.0	34.7	34.3	29.0	-	-
20	0	28.3	-	37.3	30.5	38.1	-	-
21	0	-	42.2	29.5	32.8	35.1	-	-
22	0	-	-	36.6	23.0	31.2	-	-
23	0	52.3	-	-	46.9	31.5	-	-

Hour
Ranges:

10-12	-	34.6	36.0	35.5	33.8	31.5	-
14-16	-	36.4	34.6	35.8	36.5	35.0	-
0-24	35.4	36.4	35.2	36.3	35.3	35.4	-

7 Day Ave 35.9

Channel - Southbound

85th Percentile

Hour	Min	07/12/2025 Sunday	08/12/2025 Monday	09/12/2025 Tuesday	10/12/2025 Wednesday	11/12/2025 Thursday	12/12/2025 Friday	13/12/2025 Saturday
0	0	-	-	-	-	-	-	-
1	0	-	-	-	-	-	-	-
2	0	-	-	-	-	-	-	-
3	0	-	-	-	-	-	-	-
4	0	-	-	-	-	-	-	-
5	0	-	-	-	-	-	-	-
6	0	-	45.9	39.6	39.9	46.6	46.0	-
7	0	-	43.3	42.2	43.6	40.3	42.5	-
8	0	-	36.8	40.3	35.1	43.1	46.4	-
9	0	-	43.7	42.1	42.5	38.7	40.2	-
10	0	-	39.6	45.1	44.2	40.3	42.6	-
11	0	-	44.2	36.6	39.1	40.8	36.1	-
12	0	-	35.8	45.6	42.7	43.0	42.8	-
13	0	-	45.8	44.4	44.9	46.1	41.0	-
14	0	-	42.0	44.0	40.2	41.6	41.7	-
15	0	-	42.4	41.3	42.0	44.1	40.1	-
16	0	41.3	45.6	38.4	43.2	41.9	40.7	-
17	0	37.0	48.0	45.3	45.2	43.5	47.5	-
18	0	38.6	32.3	43.7	43.4	37.0	-	-
19	0	-	37.7	40.0	37.5	32.8	-	-
20	0	31.5	-	43.7	30.5	38.1	-	-
21	0	-	45.2	35.7	42.5	36.9	-	-
22	0	-	-	38.3	23.0	34.4	-	-
23	0	52.3	-	-	46.9	31.5	-	-

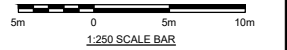
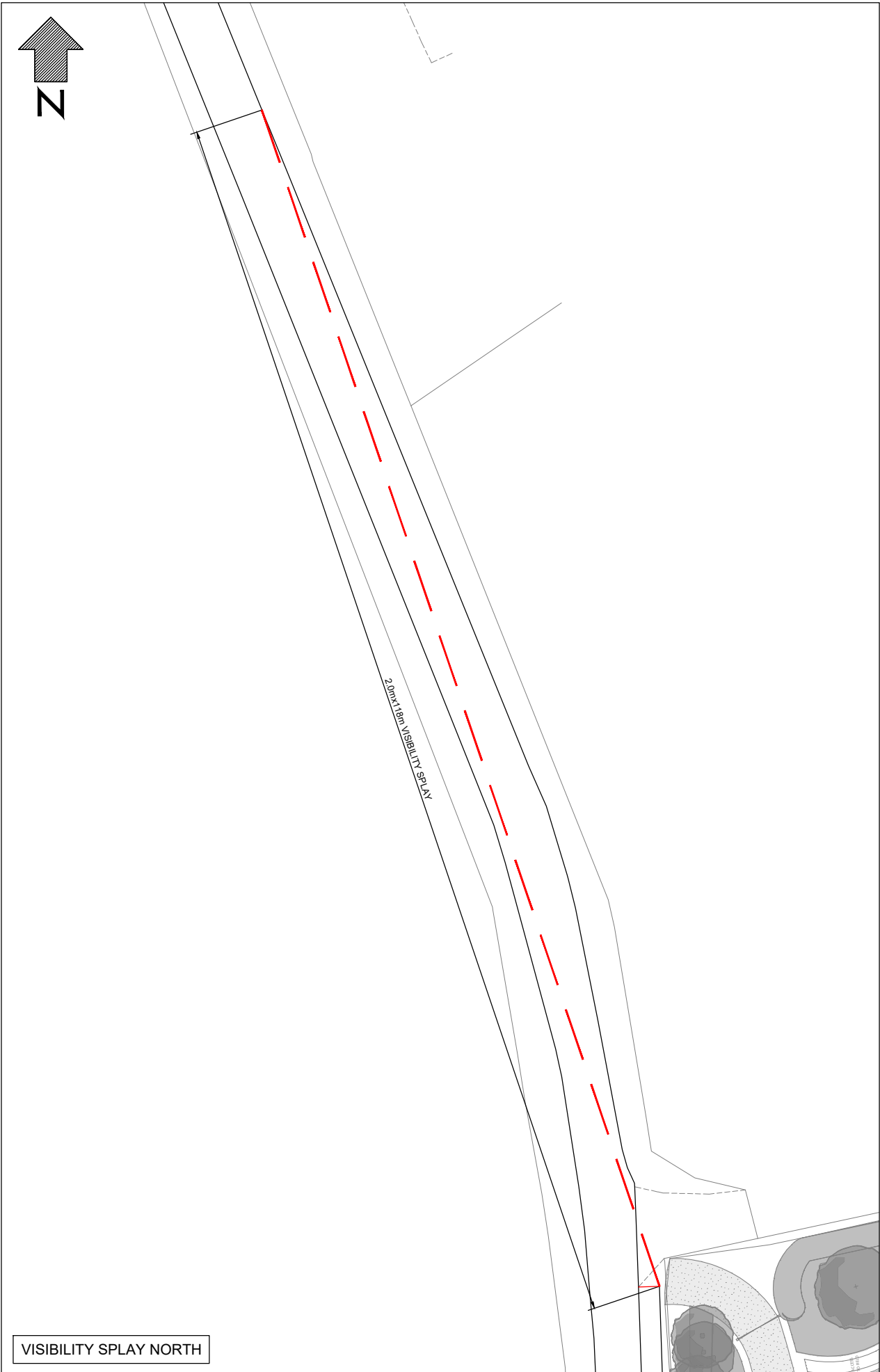
Hour
Ranges:

10-12	-	41.6	43.6	41.1	40.7	38.7	-
14-16	-	42.9	41.6	42.0	44.1	41.4	-
0-24	39.6	44.0	43.6	43.7	43.2	42.6	-

7 Day Ave 43.4

Appendix 2

Access and Visibility



Client

 **Nick Culhane**
Highway Consultant

Project

NEW ACCESS AND VISIBILITY AT
WHEATLANDS, RIVER ROAD, MARLBOROUGH

Drawing Title

ACCESS AND VISIBILITY

Drawing Status

FOR INFORMATION

Date	Scale	Size
JAN 2026	1:250	A1
Drawing No.	Rev	
NJC-001	-	