

PROPOSED VEHICLE ACCESS **CLEEVE ROCKS, 46 MIDFORD LANE, LIMPLEY STOKE**

ACCESS TECHNICAL NOTE

1 Introduction

- 1.1 Miles White Transport Ltd (MWT) has been appointed by the owners of Cleeve Rocks, 46 Midford Lane, Limpley Stoke to provide transport planning advice in relation to the proposed relocation of the private driveway that currently serves the property. It is proposed that the property itself be redeveloped with the driveway access being altered as part of the works. The site location is shown in **Figure 1** below:

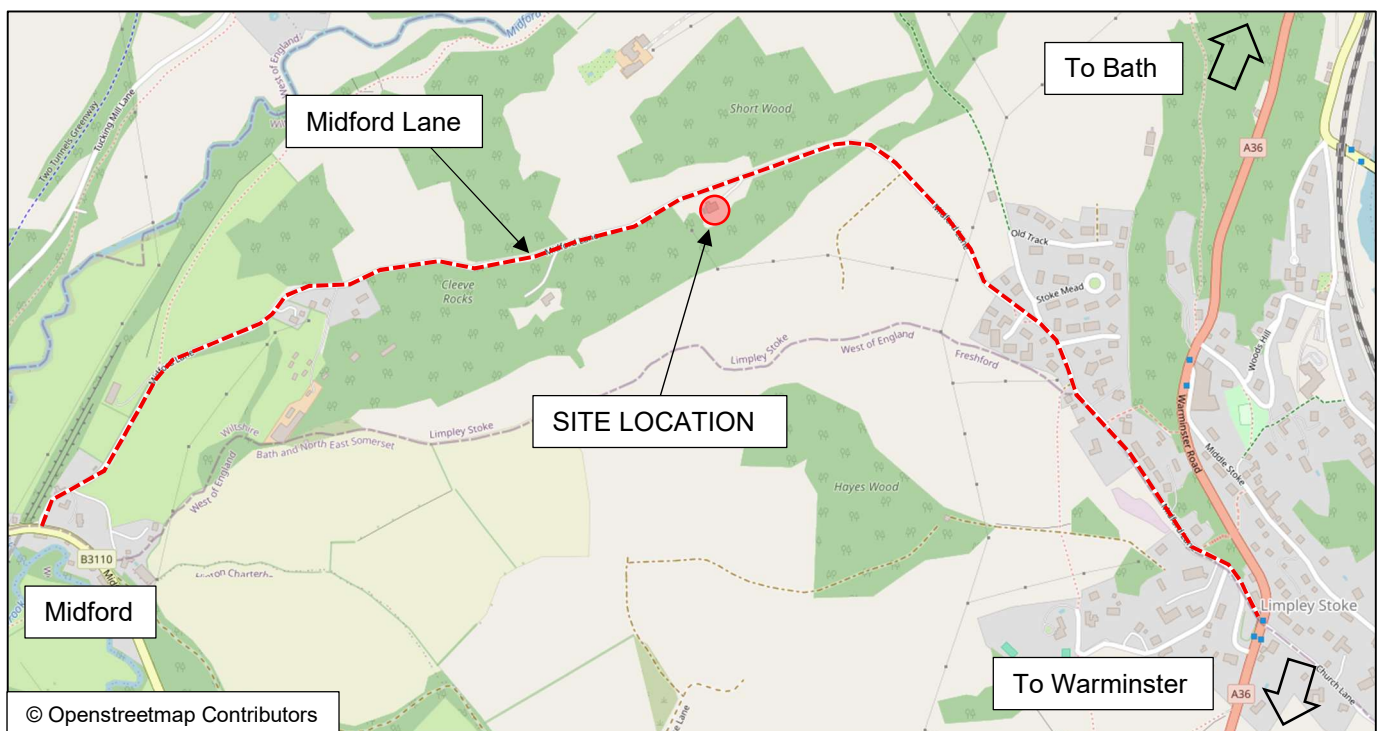


FIGURE 1: Site Location

- 1.2 The proposals were subject to a pre-application enquiry in July 2025 (reference ENQ/2025/01138) to which the highway officer raised concerns with the layout of the driveway access being proposed at that time. The proposed access arrangement has now been amended with this Technical Note discussing and justifying its revised layout.

2 Existing Access Arrangements

- 2.1 Midford Lane connects the A36 Warminster Road (east) to the B3110 as it passes through Midford (west) and has a total length of approximately 2.5km.

- 2.2 For the most part Midford Lane has a carriageway width of approximately 3m which requires a driver heading in one direction to wait for a driver heading in the opposite direction to clear. There are various domestic and agricultural accesses and informal passing bays along its length that allow for such passing manoeuvres. Many of these are inter-visible which limits the need for one vehicle or the other to reverse.
- 2.3 The speed limit on Midford Lane where within the villages of Limpley Stoke and Midford is 20mph. However, the speed limit on the central section, including where it passes Cleeve Rocks, is the national 60mph rural limit. There are no footways or street lighting present on this central section.
- 2.4 The existing Cleeve Rocks dwelling is served by a drop kerb private driveway with a concrete surface that approaches Midford Lane at an acute angle. This angle, when coupled with mature vegetation, serves to restrict the visibility available on egress particularly when looking to the left (west). It also hinders the vehicle turning movements to and from the west. The available visibility is as shown in **Figure 2** below.



FIGURE 2: Available Visibility from Existing Driveway

- 2.5 The available visibility splays have been accurately measured using a topographical survey and are 2.4m by 13.5m to the left and 2.4m by 17.5m to the right. These dimensions are measured to the nearside edge of carriageway.

- 2.6 When measured to the centreline of the Midford Lane carriageway, the splays are 2.4m by 20m to the left and 2.4m by 27m to the right.
- 2.7 An Automatic Traffic Counter (ATC) survey was undertaken on Midford Lane at the existing access location between Friday January 23rd and Thursday January 29th, 2026. The results are attached in full as **Appendix A** and are summarised in **Table 1** below.

	Eastbound	Westbound	Two-way
AM Peak (weekday average)	19	20	39
PM Peak (weekday average)	22	11	33
Daily (weekday average)	176	155	331
Average Speed	21.0 mph	21.7 mph	21.3 mph
85 th percentile speed	27.2 mph	27.1 mph	27.2 mph

TABLE 1: Results of ATC Survey on Midford Lane

- 2.8 Traffic flows are clearly low at less than 350 two-way vehicles per day and less than 40 two-way vehicles in the traditional highway peak hours. Traffic speeds are also low with the average being just over 21mph and the 85th percentile (used for design purposes) being just over 27mph. This is despite the 60mph speed limit that applies and is likely a consequence of the narrow country lane nature of the road.
- 2.9 Section 10 of the design guide 'Manual for Streets 2' contains a formula that allows the required stopping sight distances to be calculated based on the recorded 85th percentile traffic speeds. In this case the recorded speeds equate to a stopping sight distance of 41m in both directions. The calculations take account of the slight east to west downhill gradient on Midford Lane as it passes Cleeve Rocks. The calculation sheets themselves are attached as **Appendix B**.
- 2.10 The visibility splays available at the existing Cleeve Rocks driveway access are below those required for the recorded speeds. Use of the driveway access in its current form therefore has inherent road safety risks.

3 Proposed Access Arrangements

- 3.1 The proposed access arrangement is shown on the plan attached as **Appendix C**. The centreline of the access will be relocated approximately 13m to the east of the existing and realigned such that it meets Midford Lane at less of an acute angle than at present. These adjustments improve the visibility available on egress and the manoeuvring of vehicles particularly when turning to or from the west.
- 3.2 2.4m by 41m visibility splays that accord with the recorded speed of passing vehicles will be provided in both directions. To the left (west) the height of the existing boundary wall will be reduced where necessary to 600mm above the adjacent road level to ensure that drivers can see over it. Existing understorey vegetation will also be cut back to the splay line and appropriately maintained. To the right (east) the existing hedge will be replanted behind the splay line.

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- 3.3 The driveway access will be provided at a 4m width with a 3m radius linking the access to the Midford Lane channel line to the west and a 6m radius linking to the Midford Lane channel line to the east. These dimensions will ensure ease of use of the access when turning in and out from both directions noting that the 3m radius to the west will represent an improvement on the 2m radius currently available.
- 3.4 The realigned access will be provided with a tarmac or concrete surface over at least the first 10m with the offset distance to any gates being at least 6m from the nearside edge of the Midford Lane carriageway. This offset distance will allow a car to wait clear of the carriageway while the gates are either opened or closed. Surface water runoff from the driveway will be collected and drained back into the site rather than being discharged onto the adopted highway.
- 3.5 Full design details of the amended access can be provided as part of the post planning Section 184 drop kerb application that will be required to enable implementation of the proposed changes within the adopted highway.
- 3.6 The Wiltshire Council highways officer's comments within the pre-application response stated:

"In principle I raise no highway objection to the replacement dwelling, however, I have concerns regarding the proposed access. The Statement suggest that the proposed access is a betterment to the existing access; the visibility splays remain the same, my concern is the western radius of the junction. The radius is a lot smaller than the existing, resulting in vehicles having difficulty making that manoeuvre when entering/exiting the access. In view of the above, I would advise that the access remains as existing, or is realigned in accordance with my comments"

- 3.7 Repositioning and widening of the driveway access, as discussed above and shown on the Appendix C plan, fully addresses the highway officer's previous concerns.

4 Traffic Impact

- 4.1 The proposals involve demolition of the existing dwelling on the site and its replacement with a new built dwelling. There will be no increase in the number of dwellings with the proposals therefore having no material impact on the existing traffic flows on Midford Lane in the post development scenario.

5 Management of Construction Traffic

- 5.1 It is acknowledged that there will be a modest highway impact during the construction process when larger delivery vehicles and similar will require access to the site. These impacts will however be temporary in nature and can be appropriately managed through a Construction Management Statement or similar. This can be secured through an appropriately worded planning condition.
- 5.2 In the short term, the following indicates how it is envisaged that the movement of construction vehicles will be managed.

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- 5.3 All large vans and lorries greater than 3.5t gross vehicle weight will be routed to and from the east and the A36 Warminster Road. This section of Midford Lane is generally of a higher standard, has a higher number of passing opportunities, and benefits from some footway / virtual footway provision and intermittent street lighting. The initial 200m section of the route from the A36 is also already used by larger vehicles accessing the Stoke Hill stone mine.
- 5.4 The junction between the A36 and Midford Lane is of a good standard benefitting from appropriate levels of driver visibility and a ghost island right turn lane that allows vehicles turning right into Midford Lane to do so without blocking through traffic on the A36. The A36 itself has a higher standard than the B3110 that passes through Midford and therefore offers a more appropriate route for onward movements to and from the various material suppliers.
- 5.5 Notwithstanding the eastern section of Midford Lane generally being of a higher standard, the horizontal and vertical alignment of the lane still presents some constraints which means it may not be suitable for all vehicle sizes. It is therefore proposed to adjust loads such that the maximum size of vehicles required can be limited large rigids, ready-mix concrete lorries and large tippers. For the most part these vehicles have a maximum length of approximately 11m which is little different from a conventional refuse collection vehicle.
- 5.6 The above routing strategy and vehicle size constraints will be advised to all material suppliers and haulage contractors requiring access to the site with temporary directional signage being provided as further route guidance.
- 5.7 Delivery drivers will be required to contact the Site Manager (by mobile telephone or similar) whilst on route to confirm their likely time of arrival. Such contact will allow any outbound vehicle to be held within the site until the inbound vehicle has arrived therefore reducing the potential for two larger vehicles to meet on the route to and from the A36.
- 5.8 Advanced contact by delivery drivers will also enable the Site Manager to temporarily 'hold' an incoming vehicle if the site is not ready to accept it. There is a long informal layby beside Midford Lane approximately 230m in advance of the site access where delivery vehicles could wait temporarily if required to do so.
- 5.9 All loading and unloading will be undertaken wholly within the site and clear of the public highway. A suitable temporary turning area will be provided within the site to ensure that all vehicles can enter and depart in a forward gear. Similarly, car parking will be provided within the site to fully accommodate the parking needs of all the contractor's workforce.
- 5.10 It is intended that all vehicles will remain on a stoned surface while within the site which will limit the transfer of mud on to the public highway. A portable jet washer and water supply will however be provided adjacent to the site access to allow wheels to be cleaned should the need arise.

6 Summary

- 6.1 It is proposed to demolish and rebuild the existing Cleeve Rocks, 46 Midford Lane dwelling. Part of the works will involve introduction of a new driveway access onto Midford Lane.
- 6.2 The relocated driveway will benefit from visibility on egress that accords with the recorded speed of traffic using Midford Lane. It will also be constructed with a consolidated surface and designed such that surface water runoff is prevented from discharging to the Midford Lane carriageway.
- 6.3 The new driveway will be realigned within the site such that it meets Midford Lane at less of an acute angle than it does at present. This in turn will allow the western radius of the access to be increased and make the turning movements to and from the west much easier than at present.
- 6.4 Construction related traffic will travel to and from the site via the A36 Warminster Road only. The impact of the larger vehicles associated with the construction activities can be appropriately managed through a Construction Management Statement that itself can be secured through a planning condition.
- 6.5 Given the above, it is considered that there are no highway or transport related issues to hold against the proposed development and the improvements to the existing driveway access.

APPENDIX A

Automatic Traffic Counter Results

Limpley Stoke, Midford Lane



Direction: Eastbound

Hour Beginning	Fri 23/01/2026	Sat 24/01/2026	Sun 25/01/2026	Mon 26/01/2026	Tue 27/01/2026	Wed 28/01/2026	Thu 29/01/2026	5-Day Ave.	7-Day Ave.
00:00	0	1	2	0	1	1	1	1	1
01:00	0	0	0	0	1	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	1	1	0	1	1	2	2	1	1
06:00	0	1	1	1	2	1	0	1	1
07:00	5	1	1	11	14	8	8	9	7
08:00	20	5	1	15	20	18	20	19	14
09:00	9	3	3	9	10	8	13	10	8
10:00	12	6	8	6	12	6	9	9	8
11:00	13	12	8	11	10	9	9	10	10
12:00	8	12	8	7	11	13	7	9	9
13:00	6	10	10	10	8	4	11	8	8
14:00	9	6	5	12	12	15	11	12	10
15:00	18	4	8	15	11	20	16	16	13
16:00	21	13	10	10	22	22	26	20	18
17:00	25	9	7	20	16	25	24	22	18
18:00	13	5	3	12	12	10	17	13	10
19:00	2	5	2	7	4	6	7	5	5
20:00	5	2	0	2	2	5	4	4	3
21:00	2	4	1	3	4	3	4	3	3
22:00	8	1	0	1	1	0	0	2	2
23:00	2	2	0	0	2	1	5	2	2
Total									
12H(7-19)	159	86	72	138	158	158	171	157	135
16H(6-22)	168	98	76	151	170	173	186	170	146
18H(6-24)	178	101	76	152	173	174	191	174	149
24H(0-24)	179	103	78	153	176	177	195	176	152
AM Peak	08:00 20	11:00 12	10:00 8	08:00 15	08:00 20	08:00 18	08:00 20	08:00 19	08:00 14
PM Peak	17:00 25	16:00 13	13:00 10	17:00 20	16:00 22	17:00 25	16:00 26	17:00 22	17:00 18

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Direction: Westbound

Hour Beginning	Fri 23/01/2026	Sat 24/01/2026	Sun 25/01/2026	Mon 26/01/2026	Tue 27/01/2026	Wed 28/01/2026	Thu 29/01/2026	5-Day Ave.	7-Day Ave.
00:00	0	0	2	0	0	0	1	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0
04:00	0	0	1	1	0	0	0	0	0
05:00	0	0	0	0	1	1	0	0	0
06:00	4	1	1	4	2	2	5	3	3
07:00	9	2	0	15	16	16	12	14	10
08:00	16	7	2	17	29	22	16	20	16
09:00	10	8	5	10	18	15	16	14	12
10:00	18	16	12	10	12	12	16	14	14
11:00	9	13	9	5	9	11	6	8	9
12:00	7	12	12	12	12	8	11	10	11
13:00	9	6	9	10	12	12	12	11	10
14:00	11	7	8	6	2	10	8	7	7
15:00	10	8	5	12	13	13	16	13	11
16:00	13	5	6	12	11	15	15	13	11
17:00	11	6	9	11	14	8	12	11	10
18:00	8	0	1	2	7	12	6	7	5
19:00	5	6	3	2	4	4	7	4	4
20:00	1	4	1	1	5	2	3	2	2
21:00	1	1	1	2	0	1	2	1	1
22:00	0	2	0	0	0	3	0	1	1
23:00	0	0	0	0	0	1	0	0	0
Total									
12H(7-19)	131	90	78	122	155	154	146	142	125
16H(6-22)	142	102	84	131	166	163	163	153	136
18H(6-24)	142	104	84	131	166	167	163	154	137
24H(0-24)	142	104	88	133	167	168	164	155	138
AM Peak	10:00 18	10:00 16	10:00 12	08:00 17	08:00 29	08:00 22	08:00 16	08:00 20	08:00 16
PM Peak	16:00 13	12:00 12	12:00 12	12:00 12	17:00 14	16:00 15	15:00 16	16:00 13	15:00 11

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Direction: Total Flow

Hour Beginning	Fri 23/01/2026	Sat 24/01/2026	Sun 25/01/2026	Mon 26/01/2026	Tue 27/01/2026	Wed 28/01/2026	Thu 29/01/2026	5-Day Ave.	7-Day Ave.
00:00	0	1	4	0	1	1	2	1	1
01:00	0	0	0	0	1	0	0	0	0
02:00	0	0	0	1	0	0	0	0	0
03:00	0	0	1	0	0	0	1	0	0
04:00	0	0	1	1	0	0	0	0	0
05:00	1	1	0	1	2	3	2	2	1
06:00	4	2	2	5	4	3	5	4	4
07:00	14	3	1	26	30	24	20	23	17
08:00	36	12	3	32	49	40	36	39	30
09:00	19	11	8	19	28	23	29	24	20
10:00	30	22	20	16	24	18	25	23	22
11:00	22	25	17	16	19	20	15	18	19
12:00	15	24	20	19	23	21	18	19	20
13:00	15	16	19	20	20	16	23	19	18
14:00	20	13	13	18	14	25	19	19	17
15:00	28	12	13	27	24	33	32	29	24
16:00	34	18	16	22	33	37	41	33	29
17:00	36	15	16	31	30	33	36	33	28
18:00	21	5	4	14	19	22	23	20	15
19:00	7	11	5	9	8	10	14	10	9
20:00	6	6	1	3	7	7	7	6	5
21:00	3	5	2	5	4	4	6	4	4
22:00	8	3	0	1	1	3	0	3	2
23:00	2	2	0	0	2	2	5	2	2
Total									
12H(7-19)	290	176	150	260	313	312	317	298	260
16H(6-22)	310	200	160	282	336	336	349	323	282
18H(6-24)	320	205	160	283	339	341	354	327	286
24H(0-24)	321	207	166	286	343	345	359	331	290
AM Peak	08:00 36	11:00 25	10:00 20	08:00 32	08:00 49	08:00 40	08:00 36	08:00 39	08:00 30
PM Peak	17:00 36	12:00 24	12:00 20	17:00 31	16:00 33	16:00 37	16:00 41	16:00 33	16:00 29

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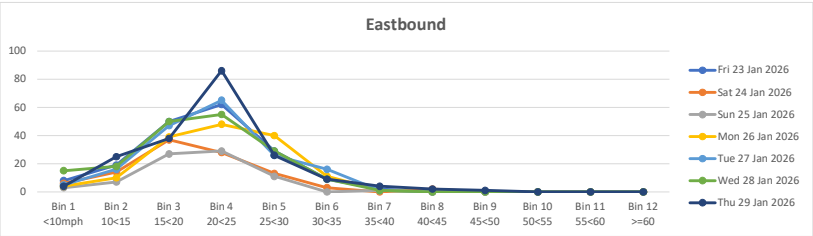


Limpley Stoke, Midford Lane

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 23 Jan 2026	179	27.1	20.9	6.0	8	19	50	62	29	9	2	0	0	0	0	0
Sat 24 Jan 2026	103	26.5	19.8	6.5	6	14	37	28	13	3	0	2	0	0	0	0
Sun 25 Jan 2026	78	25.6	20.2	5.2	3	7	27	29	11	0	1	0	0	0	0	0
Mon 26 Jan 2026	153	28.3	22.3	5.8	4	10	39	48	40	11	1	0	0	0	0	0
Tue 27 Jan 2026	176	27.7	21.6	5.9	5	16	47	65	26	16	1	0	0	0	0	0
Wed 28 Jan 2026	177	26.9	20.3	6.4	15	18	50	55	29	9	1	0	0	0	0	0
Thu 29 Jan 2026	195	28.4	21.7	6.4	4	25	38	86	26	9	4	2	1	0	0	0
5 Day Ave.	176	27.7	21.3	6.1	7	18	45	63	30	11	2	0	0	0	0	0
7 Day Ave.	152	27.2	21.0	6.0	6	16	41	53	25	8	1	1	0	0	0	0

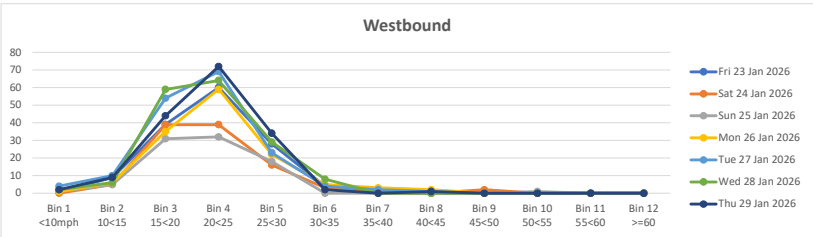
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Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 23 Jan 2026	142	26.8	21.8	4.9	1	9	39	60	28	4	1	0	0	0	0	0
Sat 24 Jan 2026	104	27.6	21.7	5.7	0	5	39	39	16	3	0	0	2	0	0	0
Sun 25 Jan 2026	88	27.2	21.4	5.6	1	5	31	32	18	0	0	0	0	1	0	0
Mon 26 Jan 2026	133	28.3	22.5	5.6	1	6	35	59	22	5	3	2	0	0	0	0
Tue 27 Jan 2026	167	26.7	21.2	5.3	4	10	54	69	23	4	2	1	0	0	0	0
Wed 28 Jan 2026	168	26.5	21.6	4.8	2	6	59	64	29	8	0	0	0	0	0	0
Thu 29 Jan 2026	164	26.7	21.7	4.8	2	9	44	72	34	2	0	1	0	0	0	0
5 Day Ave.	155	27.0	21.7	5.1	2	8	46	65	27	5	1	1	0	0	0	0
7 Day Ave.	138	27.1	21.7	5.3	2	7	43	56	24	4	1	1	0	0	0	0

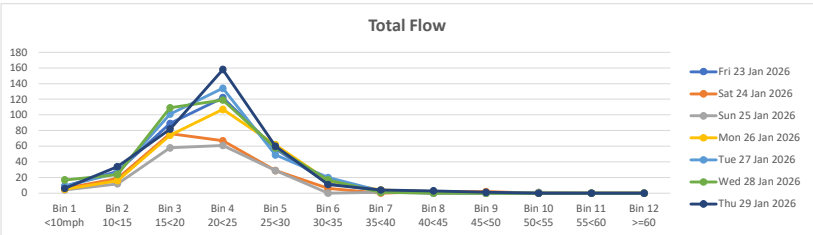
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Fri 23 Jan 2026	321	27.0	21.3	5.5	9	28	89	122	57	13	3	0	0	0	0	0
Sat 24 Jan 2026	207	27.1	20.8	6.2	6	19	76	67	29	6	0	2	2	0	0	0
Sun 25 Jan 2026	166	26.5	20.8	5.4	4	12	58	61	29	0	1	0	0	1	0	0
Mon 26 Jan 2026	286	28.3	22.4	5.7	5	16	74	107	62	16	4	2	0	0	0	0
Tue 27 Jan 2026	343	27.2	21.4	5.6	9	26	101	134	49	20	3	1	0	0	0	0
Wed 28 Jan 2026	345	26.8	20.9	5.7	17	24	109	119	58	17	1	0	0	0	0	0
Thu 29 Jan 2026	359	27.7	21.7	5.7	6	34	82	158	60	11	4	3	1	0	0	0
5 Day Ave.	331	27.4	21.5	5.7	9	26	91	128	57	15	3	1	0	0	0	0
7 Day Ave.	290	27.2	21.3	5.7	8	23	84	110	49	12	2	1	0	0	0	0

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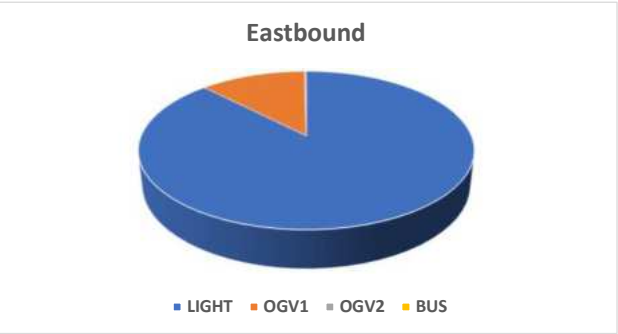
Limpley Stoke, Midford Lane

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 23 Jan 2026	179	157	22	0	0
Sat 24 Jan 2026	103	97	5	1	0
Sun 25 Jan 2026	78	67	11	0	0
Mon 26 Jan 2026	153	134	19	0	0
Tue 27 Jan 2026	176	146	30	0	0
Wed 28 Jan 2026	177	156	20	1	0
Thu 29 Jan 2026	195	173	22	0	0
5 Day Ave.	176	153	23	0	0
7 Day Ave.	152	133	18	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 23 Jan 2026	100.0%	87.7%	12.3%	0.0%	0.0%
Sat 24 Jan 2026	100.0%	94.2%	4.9%	1.0%	0.0%
Sun 25 Jan 2026	100.0%	85.9%	14.1%	0.0%	0.0%
Mon 26 Jan 2026	100.0%	87.6%	12.4%	0.0%	0.0%
Tue 27 Jan 2026	100.0%	83.0%	17.0%	0.0%	0.0%
Wed 28 Jan 2026	100.0%	88.1%	11.3%	0.6%	0.0%
Thu 29 Jan 2026	100.0%	88.7%	11.3%	0.0%	0.0%
5 Day Ave.	100.0%	87.0%	12.8%	0.1%	0.0%
7 Day Ave.	100.0%	87.7%	12.2%	0.2%	0.0%

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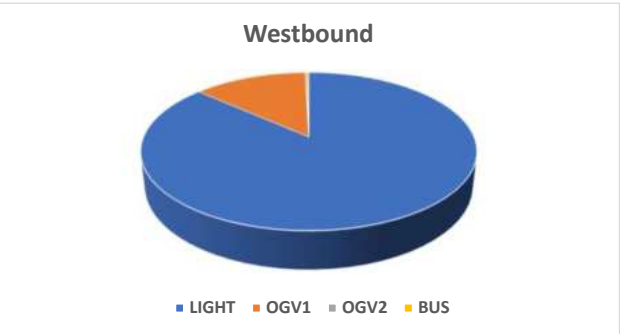


Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 23 Jan 2026	142	125	16	0	1
Sat 24 Jan 2026	104	99	5	0	0
Sun 25 Jan 2026	88	81	7	0	0
Mon 26 Jan 2026	133	104	29	0	0
Tue 27 Jan 2026	167	139	27	0	1
Wed 28 Jan 2026	168	142	24	2	0
Thu 29 Jan 2026	164	146	18	0	0
5 Day Ave.	155	131	23	0	0
7 Day Ave.	138	119	18	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 23 Jan 2026	100.0%	88.0%	11.3%	0.0%	0.7%
Sat 24 Jan 2026	100.0%	95.2%	4.8%	0.0%	0.0%
Sun 25 Jan 2026	100.0%	92.0%	8.0%	0.0%	0.0%
Mon 26 Jan 2026	100.0%	78.2%	21.8%	0.0%	0.0%
Tue 27 Jan 2026	100.0%	83.2%	16.2%	0.0%	0.6%
Wed 28 Jan 2026	100.0%	84.5%	14.3%	1.2%	0.0%
Thu 29 Jan 2026	100.0%	89.0%	11.0%	0.0%	0.0%
5 Day Ave.	100.0%	84.8%	14.7%	0.3%	0.3%
7 Day Ave.	100.0%	86.5%	13.0%	0.2%	0.2%

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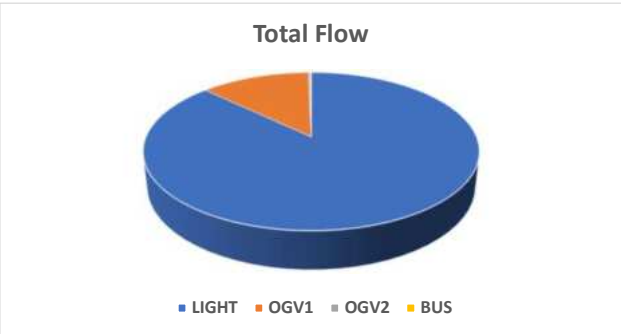


Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 23 Jan 2026	321	282	38	0	1
Sat 24 Jan 2026	207	196	10	1	0
Sun 25 Jan 2026	166	148	18	0	0
Mon 26 Jan 2026	286	238	48	0	0
Tue 27 Jan 2026	343	285	57	0	1
Wed 28 Jan 2026	345	298	44	3	0
Thu 29 Jan 2026	359	319	40	0	0
5 Day Ave.	331	284	45	1	0
7 Day Ave.	290	252	36	1	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 23 Jan 2026	100.0%	87.9%	11.8%	0.0%	0.3%
Sat 24 Jan 2026	100.0%	94.7%	4.8%	0.5%	0.0%
Sun 25 Jan 2026	100.0%	89.2%	10.8%	0.0%	0.0%
Mon 26 Jan 2026	100.0%	83.2%	16.8%	0.0%	0.0%
Tue 27 Jan 2026	100.0%	83.1%	16.6%	0.0%	0.3%
Wed 28 Jan 2026	100.0%	86.4%	12.8%	0.9%	0.0%
Thu 29 Jan 2026	100.0%	88.9%	11.1%	0.0%	0.0%
5 Day Ave.	100.0%	86.0%	13.7%	0.2%	0.1%
7 Day Ave.	100.0%	87.1%	12.6%	0.2%	0.1%

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APPENDIX B

Visibility Splay Calculations

MIDFORD LANE, LIMPLEY STOKE
Eastbound traffic

Stopping Sight Distance Calculator

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

v = Speed of vehicle (m/s)

t = driver perception-reaction time (seconds)

d = deceleration rate (m/s)

a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below (see also the note)

27.2 mph 12.159 m/s

v = 12.159 m/s

t = 1.5 taken from MfS2 table 10.1

d = 3.679 Vehicle type HGV's

a = 2.24% +ve for upgrades and -ve for downgrades

SSD = 38 m

SSD adjusted for bonnet
length (MfS only) = 41 m (SSD + 2.4m)

Conversions

mph 27.2 to kph 43.8

kph to mph 0.0

Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles	1.5	0.450 g	MfS2
	HGV's	1.5	0.375 g	MfS2
	Buses	1.5	0.375 g	MfS2
Above 60kph	All vehicles 1	2	0.375 g (Absolute minimum)	TD9/93
	All vehicles 2	2	0.250 g (Desirable minimum)	TD9/93

NOTE: To convert dry weather spot speed to the wet weather journey speed deduct 4kph for single carriageways, 8kph for dual carriageways.

MIDFORD LANE, LIMPLEY STOKE
Westbound traffic

Stopping Sight Distance Calculator

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

v = Speed of vehicle (m/s)

d = deceleration rate (m/s)

t = driver perception-reaction time (seconds)

a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below (see also the note)

27.1 mph 12.115 m/s

v = 12.115 m/s

t = 1.5 taken from MfS2 table 10.1

d = 3.679 Vehicle type HGV's

a = -2.24% +ve for upgrades and -ve for downgrades

SSD = 38 m

SSD adjusted for bonnet
length (MfS only) = 41 m (SSD + 2.4m)

Conversions

mph 27.1 to kph 43.6

kph to mph 0.0

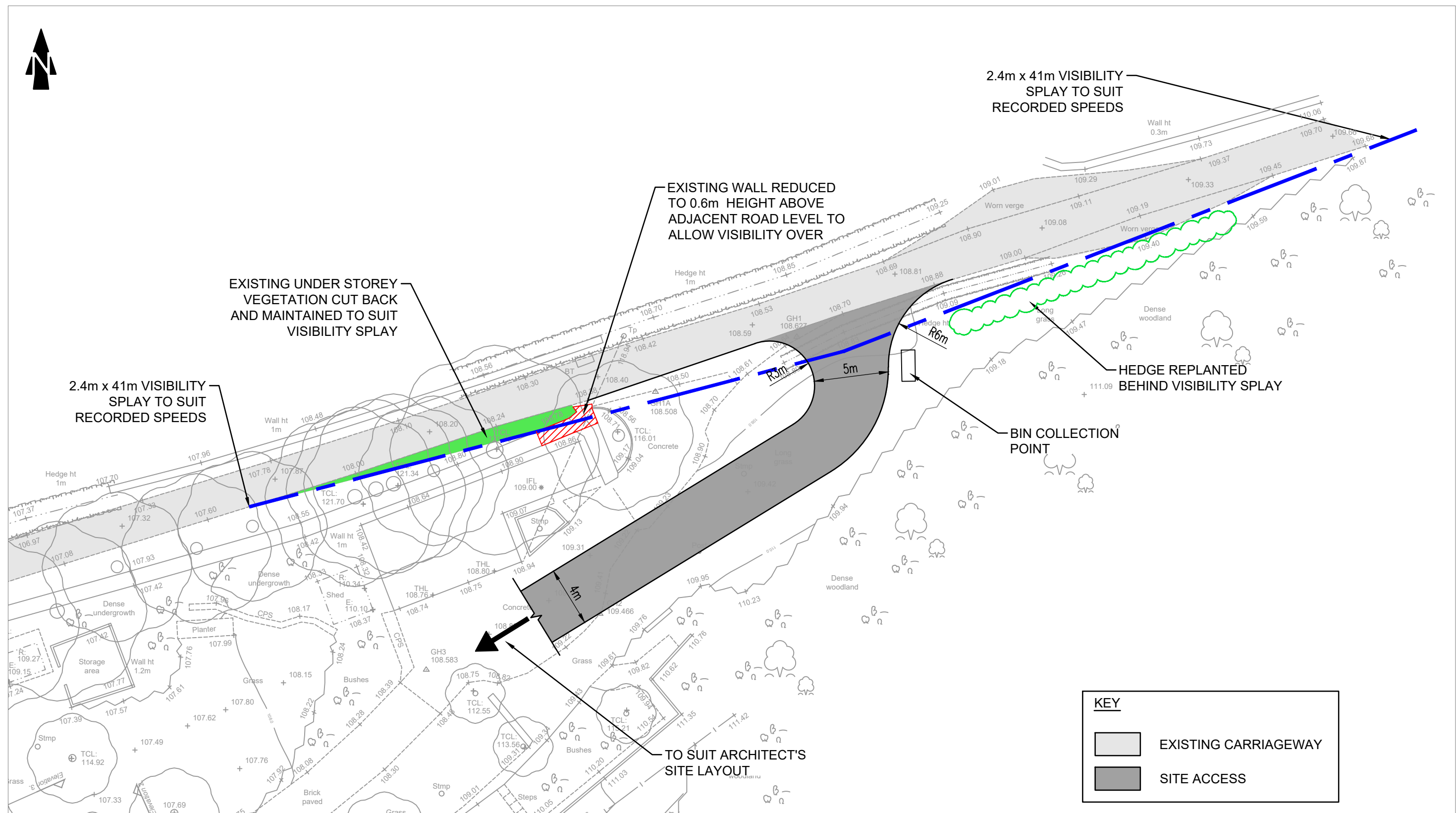
Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles	1.5	0.450 g	MfS2
	HGV's	1.5	0.375 g	MfS2
	Buses	1.5	0.375 g	MfS2
Above 60kph	All vehicles 1	2	0.375 g (Absolute minimum)	TD9/93
	All vehicles 2	2	0.250 g (Desirable minimum)	TD9/93

NOTE: To convert dry weather spot speed to the wet weather journey speed deduct 4kph for single carriageways, 8kph for dual carriageways.

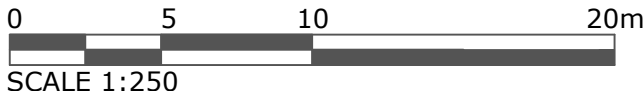
APPENDIX C

Proposed Driveway Access Arrangement



NOTES:

1. This drawing is for illustrative purposes only and not for construction.
2. This drawing is to be read and printed in colour.



SCALE 1:250

CLIENT:		G. HAWKINS & N. COWLEY	
 MILES WHITE TRANSPORT			
DRAWING NUMBER:		REVISION:	
25151-GA01		A	



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