



CHICKLADE SOLAR FARM

CONSTRUCTION AND OPERATIONAL TRAFFIC MANAGEMENT PLAN

05 May 2026



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PROJECT DETAILS					
Project Name:		Chicklade Solar Farm			
Client:		Enviromena Project Management UK Ltd			
Document Type:		Construction and Operational Traffic Management Plan			
Document Reference:		R-25-0214			
Date:		05 May 2026			
APPROVAL					
Number:	Name:		Position:	Date:	Modifications:
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	Checked:	Andrew Nock	Senior Consultant	15/01/2026	
	Approved:	Andrew Nock	Senior Consultant	15/01/2026	
01A	Author:	Andrew Nock	Senior Consultant	05/05/2026	Updated Report following revised access strategy
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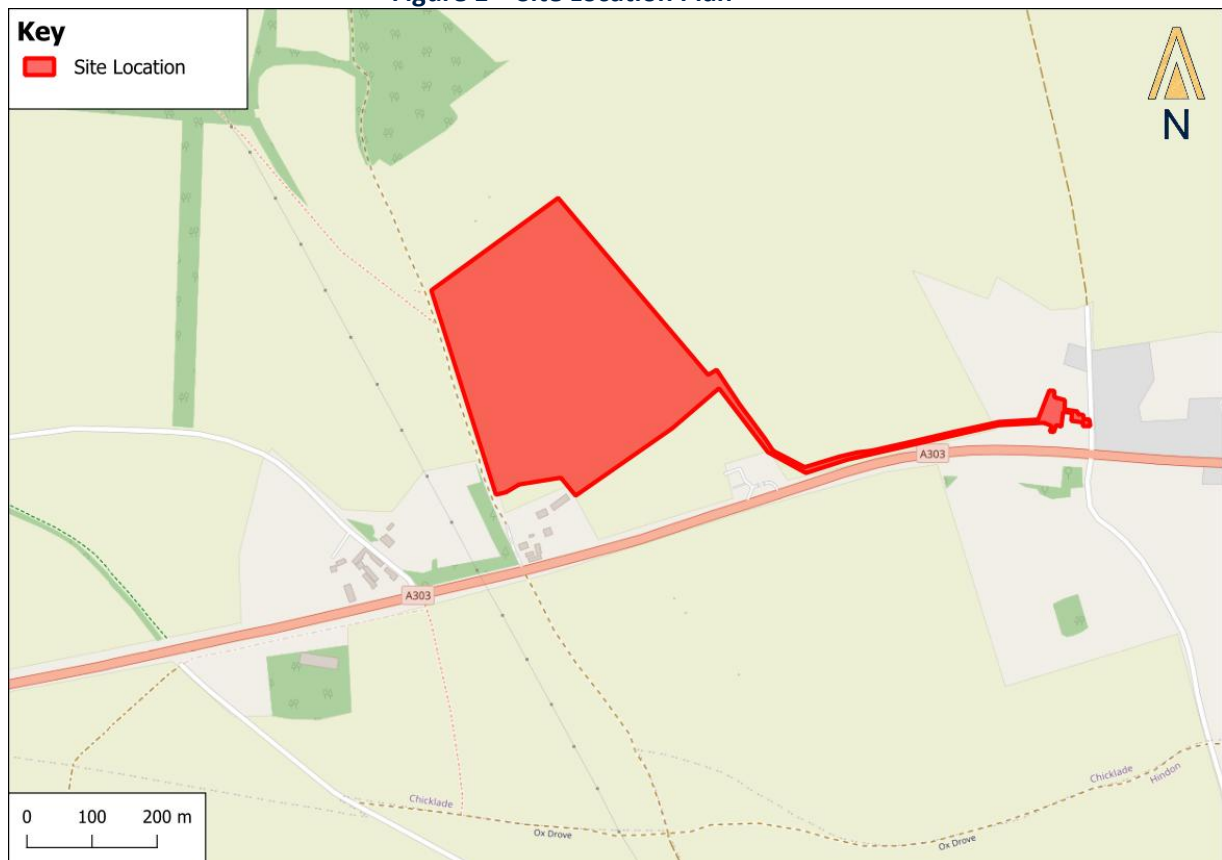
1. Introduction

- 1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Enviromena Project Management UK Ltd to provide transport and highways support for the proposed development of Chicklade Solar Farm (“the proposed development”) at Land off A303, Chicklade, SP3 5SS (“the site”). The local planning and highway authority are Wiltshire Council (WC).

1.2. Site Location and Context

- 1.2.1. The site is located to the north of Chicklade Services, accessed off an unnamed road to the east of Chicklade Services. The site is surrounded by agricultural fields screened by hedgerows. The location of the site is outlined in Figure 1 below.

Figure 1 – Site Location Plan



Source: Open Street Map

1.3. Proposed Development

- 1.3.1. The Site currently comprises land circa 13 hectares in area with not all of it being used for the development. This planning application seeks the installation of ground mounted photovoltaic array with associated infrastructure, engineering works, access, and landscaping on land off A303, Chicklade, SP3 5SS. The Site layout plans are included at **Appendix A**.

1.4. Pre Application Engagement

- 1.4.1. Following the initial submission of the planning application and comments received from National Highways, the access strategy has been revised. Previously, access was proposed through the Chicklade Services, however access is now proposed via an existing farm access off an unnamed road to the east

of Chicklade Services. This will ensure construction traffic is segregated and will not meet at the respective accesses.

- 1.4.2. A pre-application meeting was held with National Highways on the 05th May 2026 to discuss the revised access strategy. National Highways were provided with:

- A visibility splay drawing
- A swept path analysis drawing of a 12m Rigid vehicle exiting and entering the A303; and
- The results of an Automatic Traffic Counter (ATC) of the unnamed road.

- 1.4.3. After reviewing the above information, National Highways stated they were supportive in principle of the use of the existing access off the A303, subject to a Construction Traffic Management Plan being submitted with sufficient information to manage construction activities.

- 1.4.4. This Construction and Operational Traffic Management Plan (COTMP) has been updated to reflect the revised access strategy and include additional information that National Highways requested.

1.5. Roles and Responsibilities

- 1.5.1. This COTMP will be delivered by the Contractor appointed to carry out the works. Nonetheless, the responsibility for ensuring the measures set out in this COTMP are adhered to remains with the Developer; with WC as the enforcing agency.

- 1.5.2. Any concerns regarding the failure of part or all of this COTMP to be implemented or adhered to should be addressed to the Developer in the first instance. Should the response not be satisfactory then the concern should be raised with WC as enforcing agency; contact details are provided below.

Table 1 – Contact Details

Developer	Wiltshire Council (enforcing agency)
Contact: To be completed by the Developer	Contact: To be completed by WC
Address: To be completed by the Developer	Address: To be completed by WC

1.6. Report Structure

- 1.6.1. The principal aim of this COTMP is to ensure that the construction works, and operational period are organised and delivered in a manner that safeguards the highway impact, highway safety and amenity of the area surrounding the Site.

- **Section 2: Construction Process;** summarises the different phases of work and sets out the construction methodology and working hours.
- **Section 3: Traffic Generation;** outlines the anticipated composition and volume of traffic during the construction and operational phases of the development along with the proposed routing of traffic.
- **Section 4: Proposed Access and Construction Route;** provides an appraisal of the highway geometry of the identified construction route, having regard to current design guidance in combination with the volume and type of traffic generated by the proposed development.
- **Section 5: Measures, Management, and Control Processes;** focuses on the proposals to ensure that a suitable management strategy and structure is in place to control activity on site and to ensure a suitable reporting procedure for local residents and stakeholders.

- **Section 6: Environmental Impact Measures;** identifies how the environmental impacts of the development in relation to transport will be managed and mitigated.
- **Section 7: Summary and Conclusion;** provides an overview of the proposed development

2. Construction Process

2.1. Introduction

- 2.1.1. This section outlines the proposed indicative development schedule, construction methodology and the way in which deliveries will be controlled with regard to the local highway network.

2.2. Development Schedule

- 2.2.1. The proposed construction is scheduled to last for up to two months. The construction can broadly be split into the following phases;

- Site Setup – including site tracks, perimeter fencing, site welfare, construction compound;
- Solar Panel Frames – including setting out positions, installing piles, constructing frames;
- Cabling and Ducting – including installing AC cables, DC mains, earthing system and ducts; and
- Modules and Commissioning – including connecting LV DC and AC, installing modules and overall commissioning.

- 2.2.2. It should be noted however, that the construction programme may be subject to change prior to work commencing on site.

2.3. Delivery of Plant and Materials

- 2.3.1. All construction deliveries will utilise the existing farm access off the unnamed road. Construction vehicles will utilise the Temporary Construction Compound to unload plant and materials.

2.4. Working Hours

- 2.4.1. All works will be conducted between the hours of 07:00 to 19:00 hours Monday to Friday with limited construction activities on Saturday mornings (08:00-13:00) foreseen. No construction activities will take place on a Sunday's or Bank Holiday. Works undertaken outside of these timings will only occur would be organised through liaison with WC.

3. Traffic Generation

3.1. Introduction

- 3.1.1. This section of the report sets out the estimated volume and type of vehicles that will be generated throughout the construction and operational phase of the development.
- 3.1.2. It should be noted that the construction programme and corresponding construction traffic strategy may be subject to change prior to work commencing on site. Any substantial changes in the build program and / or number of vehicular movements will be communicated to the local planning and highway authority in advance of construction.

3.2. Construction Vehicles

- 3.2.1. The trip generation potential of the construction phase of the development has been informed through discussion with the applicant on the anticipated construction programme and is based on experience of delivering similar developments in the United Kingdom.
- 3.2.2. The construction period is estimated to last for up to two months, with deliveries fluctuating within this period. It is envisaged that the majority of movements would be Monday to Friday with only a limited number of movements on a Saturday. All deliveries will be instructed to avoid the network peak hours of 08:00-09:00 and 17:00-18:00.
- 3.2.3. Forecast HGV two-way traffic movements associated with the construction phase of the Development is presented in Table 2.

Table 2 – Construction Vehicle Movements

Activity	Vehicle Size	Two-way vehicle movements
Site Set Up and Ongoing Management (including fencing, water/waste deliveries, site huts etc)	Various sizes with around 70% being 8-10m rigid and the remaining 30% being 12m Rigid Vehicles	142
Solar Pannel	12m Rigid Vehicle	24
Mounting Frame	12m Rigid Vehicle	16
Transformer Station	16.5m articulated vehicle	2
Total		184

- 3.2.4. It is estimated that across the 2-month construction period, there will be 184 two-way HGV deliveries to the site, which equates to 4 two-way HGV movements per day.
- 3.2.5. The most intensive period during construction will occur during the initial site set-up.
- 3.2.6. Construction vehicles will be limited in size to 12m Rigid vehicles for the bulk of deliveries to the site, except for deliveries that can not utilise vehicles smaller than 16.5m articulated vehicles, such as the transformer station. A 12m Rigid vehicle can enter the unnamed road whilst two vehicles wait to exit the road onto the A303 whilst a 16.5m articulated vehicle takes up the entire junction with no queueing capacity for vehicles waiting to exit onto the A303.
- 3.2.7. In addition, it is anticipated that 40 two-way LGV movements are anticipated per day associated with staff travel to the site.

3.3. Construction Vehicle Types

3.3.1. Of the vehicle movements, the typical vehicle types will be as follows:

- Light vehicles – cars and small vans; and,
- Rigid Vehicles / Tipper Lorries up to 10m in length
- Articulated lorries – up to 16.5m;

3.3.2. Typical vehicle types are illustrated in **Table 3** below.

Table 3 – Construction Vehicle Types

Classification	Vehicle Type Description	Typical Vehicle
Cars and Light Goods Vehicles (LGV)	Saloon, Hatchback, Estate, 4WD, Pick-Up	
	Light Vans	
Heavy Goods Vehicles (HGV)	Rigid Vehicles / Tipper Lorries	
	Articulated Lorries	

3.4. Abnormal Loads

3.4.1. It is not anticipated that there will be any abnormal load deliveries to the site. However, if any abnormal loads were required all abnormal load deliveries would be subject to discussions with the Abnormal Loads Officers, WC and National Highways at the earliest practical opportunity to enable an appropriate delivery plan to be put in place.

3.4.2. This process would be managed and undertaken by a specialist haulage contractor with appropriate escort vehicles being provided as required, managed through the Electronic Service Delivery for Abnormal Loads (ESDAL) system.

3.5. Dwell Times

3.5.1. Delivery vehicles are likely to attend the Site for approximately one hour per vehicle. There are sufficient spaces within the curtilage of the Site to ensure that no vehicles would have to wait on the surrounding highway network.

3.5.2. Further measures that will be employed to control the number and frequency of vehicles arriving at the Site are detailed within Section 5 of this report.

3.6. Construction Staff

- 3.6.1. During construction, there is a balance to be made between the intensity of on-site activity and the duration of that activity. In terms of employment generated by the solar farm, the construction phase will generate approximately 20-30 full time jobs. Car sharing will be employed to minimise traffic so far as is practically possible.
- 3.6.2. All staff are anticipated to arrive at the site in the 30-minute periods preceding the start of the operating day (i.e. 07:30 to 08:00hrs) and depart in the 30-minute period that follows the end of the operating day (i.e. 18:00 to 18:30hrs). Staff trips are likely to travel to / from different origins / destinations and hence spread their movement across the highway network.
- 3.6.3. Construction staff will be directed to park within the Temporary Construction Compound where construction staff parking will be located.

3.7. Operational Vehicles

- 3.7.1. During the operational phase, the development-related vehicle movements are expected to be minimal and comprise 1 car/van visiting the Site once every two weeks, equivalent to 4 two-way movements per month. This volume of vehicle trips is considered to be negligible.

4. Site Access and Construction Route

4.1. Introduction

- 4.1.1. This section of the report sets out an appraisal of the highway characteristics and geometries along the identified access route along with safety considerations to ensure that vehicles are able to travel safely and efficiently to the Site, having due regard to the traffic volumes and vehicle types identified previously.

4.2. Access off the A303

- 4.2.1. In the vicinity of the unnamed road the A303 has a 40 miles per hour speed limit, with one lane of traffic in each direction. An extract from google streetview showing the A303 and unnamed road access can be seen at Figure 2:

Figure 2 – A303 / Unnamed Road Junction



- 4.2.2. In accordance with the Design Manual for Roads and Bridges (DMRB) CD 109, Highway Link Design, Table 2.10 a speed limit of 40 miles per hour equates to a visibility requirement of 120m in each direction.
- 4.2.3. DMRB CD123, Geometric design of at-grade priority and signal-controlled junctions states:
- "The minimum distance used to locate point X shall satisfy one of the following:*
- 2) for simple priority junctions:*
- a) 9.0 metres; or,*
- b) 2.4 metres."*

- 4.2.4. The junction takes the form of a simple priority junction and therefore a minimum setback distance of 2.4m applies.
- 4.2.5. Visibility of 120m setback 2.4m from the edge of the carriageway can be achieved in both directions within land under the control of National Highways. This is demonstrated at **Appendix B**, with National Highways ownership shown in green.
- 4.2.6. A swept path analysis of the largest vehicle to regularly access the site during construction has been undertaken (a 12m Rigid Vehicle). This swept path analysis demonstrates that a 12m Rigid vehicle can utilise the existing junction from both the east and west whilst up to two cars wait at the giveway line. This swept path analysis can be viewed at **Appendix C**. Larger vehicles up to 16.5m articulated vehicles can utilise the junction, however there would be no queueing capacity. As such it is proposed that construction vehicles are limited in length to vehicles upto 12m Rigid vehicles except for loads that can not be delivered on such vehicles such as the transformer station.

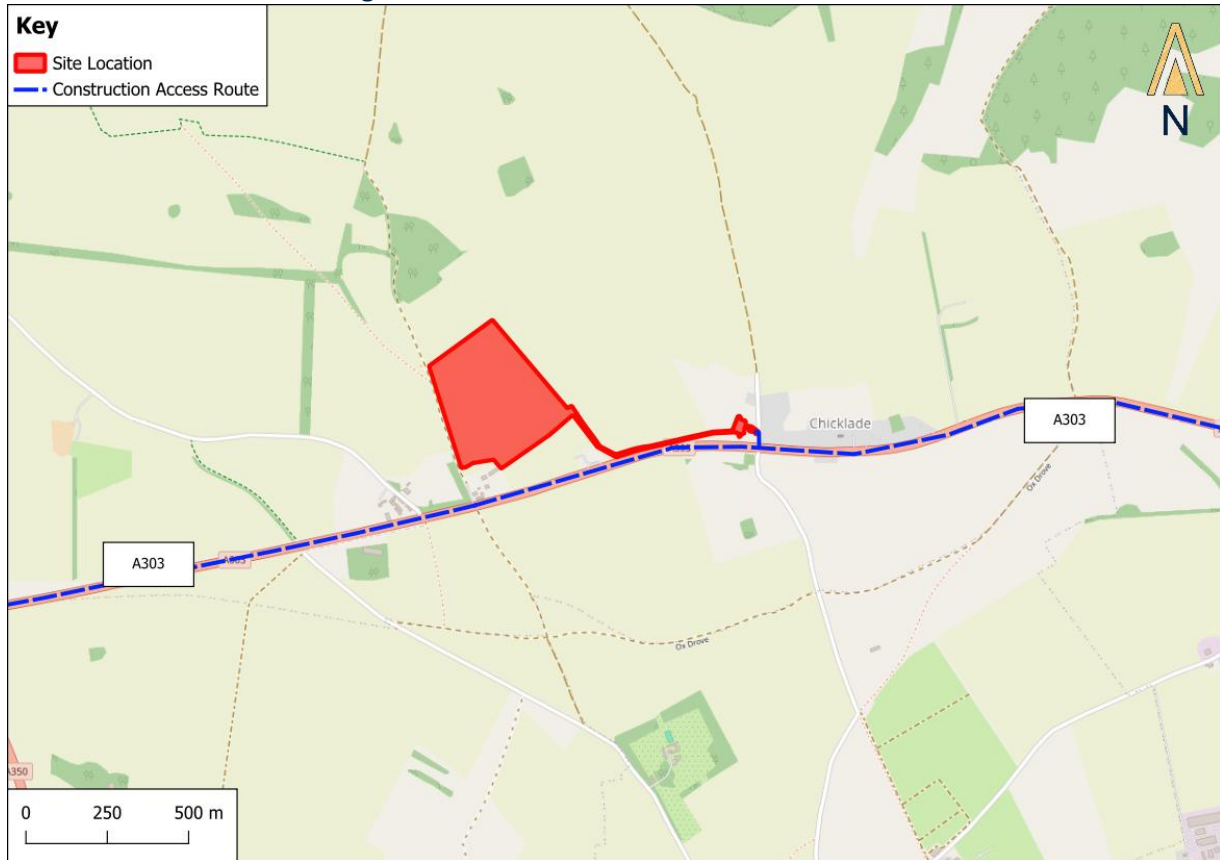
4.3. Site Access

- 4.3.1. Construction vehicles will utilise an existing farm access off an unnamed road to reach the site. The existing access will be widened to accommodate the entry and exit of large construction vehicles. A swept path analysis has been undertaken of a 12m Rigid vehicle entering and exiting the site, this plan can be viewed at **Appendix D** and shows the widening required.
- 4.3.2. The national speed limit applies to the unnamed road, which equates to a 60 miles per hour speed limit for the roads geometry. In accordance with the DMRB CD 109, Highway Link Design, Table 2.10 a speed of 60 miles per hour equates to a visibility requirement of 215m in each direction. Due to the geometry and type of vehicles utilising the unnamed road it is likely that vehicular speeds are well below 60 miles per hour. As such an Automatic Traffic Counter (ATC) was placed on the unnamed road between the 21st April 2026 to the 27th April 2026 to record the speed and volume of traffic. The ATC recorded an 85th percentile speed of 24.5 miles per hour northbound and 21.2 miles per hour southbound. This equates to a visibility requirement of 32m and 27m respectively. The ATC data can be viewed at **Appendix E**.
- 4.3.3. This level of visibility can be achieved at the site access and can be viewed at **Appendix F**.
- 4.3.4. The ATC also recorded that on average there are 48 two-way vehicle movements per day, demonstrating that the unnamed road is lightly trafficked. The ATC also recorded that HGVs utilise the unnamed road demonstrating the roads suitability for the type of construction vehicles required.

4.4. Proposed Vehicle Access Strategy

- 4.4.1. To manage construction traffic (both LGVs and HGVs) and to ensure traffic does not travel on inappropriate roads, a construction vehicle access route has been identified for the site. The identified route has been informed by pre-application discussions, the existing highway conditions, including any restrictions which may impact on the movement of HGVs to be used during construction.
- 4.4.2. It is proposed that construction traffic will gain access to the site via the following route:
 - Construction vehicles will turn off the A303 onto an unnamed road;
 - Construction vehicles will travel 40m north until an existing farm access is reached on the western side of the carriageway;
 - Construction vehicles will turn left into the site
- 4.4.3. The route is illustrated in Figure 3:

Figure 3 – Construction Access Route



- 4.4.4. Construction Vehicles will utilise the same route when exiting the Site.
- 4.4.5. It is noted that the unnamed road has an advisory road sign which states “Unsuitable for motor vehicles”. Construction vehicles will only be on the unnamed road for 40m before turning into the site, for the entirety of that 40m the road is formed of hardstanding and is has been demonstrated at **Appendix D** that the road has sufficient width to accommodate construction vehicles.
- 4.5. Access Management Measures**
- 4.5.1. Management measures will be implemented to ensure that construction HGVs can access and exit the site safely.
- 4.5.2. Construction HGVs will be subject to a booking system with fixed arrival times. A banksman will be utilised and situated at the site access to assist HGVs in accessing and egressing the site and will only instruct HGVs to depart the site when the unnamed road is clear of traffic in the vicinity of the site access, and it is safe to do so.
- 4.5.3. Temporary signage will be located in the vicinity of the site access during the construction period to warn drivers of the site access Figure 4 provides an illustrative example of the types of signage that will be installed on the unnamed road.

Figure 4 – Temporary Signage at Site Access

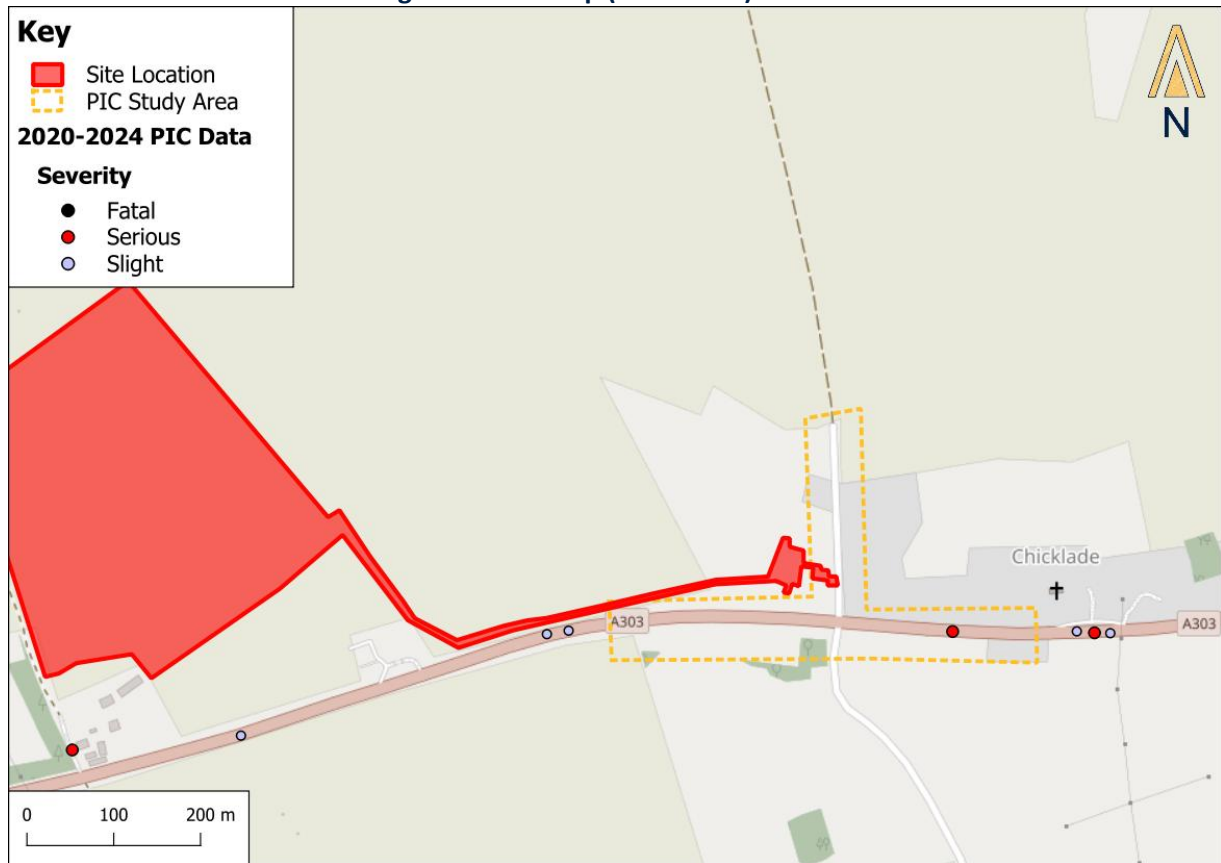


- 4.5.4. Additional signage will be placed on the A303 in the vicinity of the unnamed road to make road users aware of construction vehicles. All road signage will be in accordance with the Traffic Signs Manual: Chapter 8. In advance of any signage being installed on National Highways land, the contractor will contact National Highways network occupancy team to book any road space required for the installation.

4.6. Road Safety

- 4.6.1. A review of the most recently available five-year period of injury data (2020-2024) has been undertaken using data supplied by the Department for Transport (DfT). The results are shown in Figure 5.

Figure 5 - PIA Map (2020-2024)



Source: DfT

- 4.6.2. As shown in Figure 5, over the most recently available five-year period, one serious incident has been recorded in the vicinity of the access between the A303 and the unnamed road. No collisions have been recorded on the unnamed road over the previous 5 years.
- 4.6.3. It is therefore considered that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future development.

5. Measures, Management and Control Processes

5.1. Introduction

- 5.1.1. This section of the report sets out the measures, management structure and control processes that will be put in place to implement, monitor and manage the COTMP. The Site Manager will be responsible for the works which will ensure that the control processes are efficiently communicated and implemented.

5.2. Transport Co-ordination

- 5.2.1. The Applicant will appoint a Site Manager for the project, and the details will be provided to the Local Planning Authority once confirmed. The Site Manager for the project will undertake the transport co-ordination role for the site. In this respect, their main responsibilities will include:

- Managing the implementation of the COTMP;
- Vehicle Scheduling;
- Checking for scheduled road works on the <https://one.network.uk/> website;
- Checking for scheduled refuse collections with Local Planning Authority;
- Handling any complaints; and
- Acting as a point of contact for employees, contractors and the general public.

- 5.2.2. The Site Manager will ensure that there is adequate liaison between the following key stakeholders throughout the construction period:

- The contractor;
- The applicant;
- Site neighbours;
- Other local stakeholders such as emergency services or local transport providers;
- National Highways; and
- Local Planning and Highway Authorities.

- 5.2.3. Regular review meetings and telecommunications will be held between the Site Manager and WC if requested. It is envisaged that update meetings / telecommunications will be held on an ad-hoc basis as required. Furthermore, the Site Manager will provide any monitoring data, delivery schedules, complaints or breaches of agreements to WC if requested.

5.3. Booking System

- 5.3.1. On a weekly basis the Site Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week. Through discussions with hauliers the Site Manager will, as far as practical, ensure that the deliveries are spread out across the week and across the day to minimise any potential disruption.
- 5.3.2. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the Site Manager to ensure that construction deliveries are managed in an efficient manor with minimal disruption and delays.
- 5.3.3. The provision of a construction compound will provide a waiting area with sufficient capacity for waiting HGVs. Hauliers will be required to contact the Site Manager to give an indicative delivery time to ensure that the delivery space and banksmen (if required) are ready for their arrival on site.

- 5.3.4. Where possible, sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or loading / unloading taking longer than expected to avoid any vehicles waiting.
- 5.3.5. The Applicant will provide banksmen to assist with the manoeuvring of delivery vehicles in to and out of the construction compound, as well as any internal movements throughout the site.
- 5.3.6. Where possible, all deliveries by goods vehicles (>3.5 tonnes) will be undertaken outside of the highway peaks of 08:00-09:00 and 17:00-18:00. All vehicles ready to depart the site during these periods shall be held back within the compound area until the appropriate time has passed.

5.4. Route Compliance

- 5.4.1. Use of the agreed vehicle route shall be included as a contractual requirement of the Contractor and will be communicated to all driver accessing the site. This will include information of the times of operation, delivery routes and the vehicle booking system.

5.5. Temporary Construction Compound

- 5.5.1. The provision of a temporary construction compound enables sufficient space to accommodate a turning vehicle whilst at least one vehicle is parked, to allow for vehicles to be held back during the restricted periods, if required. The temporary construction compound will be located within the farm yard on an area of existing hardstanding.
- 5.5.2. The compound includes provision for Staff and Welfare offices, storage, staff and van / minibus parking, wheel washing facilities and loading and unloading areas.

5.6. Site Fencing

- 5.6.1. A 2.4m tall palisade security fence will be constructed around the site prior to any construction works taking place. The security fence will be constructed on the inside of hedgerows, so that it will be partially screened by the hedgerows in views of the surrounding area, further mitigating any visual impact.
- 5.6.2. The fencing of the site will protect members of the public from the ongoing construction works as well as preventing unauthorised personnel accessing the site. Poles for security cameras will also be erected around the border of the site.
- 5.6.3. Mandatory safety signage will be displayed for construction staff entering the site along with contact details for the Site Manager. The fencing will be kept clean and tidy at all times.

5.7. Communication Strategy

- 5.7.1. As identified above, the Site Manager will be responsible for ensuring that there is adequate liaison between all stakeholders and the Local Planning Authority and Highway Authorities throughout the construction period.
- 5.7.2. Prior to any works taking place, the contractor shall inform neighbours which may be affected by noise, dust or vehicle movements arising from the construction work or nature of the works, proposed hours of work and their expected duration. In addition to this a notice will be placed at the main site entrance informing the neighbours of the hours of work.

5.8. Complaints Procedure

- 5.8.1. Whilst the Site Manager will use reasonable endeavours to ensure that site neighbours are informed of the construction programme and potential impacts it is possible that complaints may be raised by the

site's neighbours. The Site Manager will therefore be available to meet and explore issues with concerned neighbours directly via appointment.

- 5.8.2. Complaints shall be taken seriously and addressed immediately by the construction team. All complaints that are received will be reviewed in weekly site meetings to ensure that any required actions are communicated to all employees.
- 5.8.3. The Site Managers contact details will be provided to the Local Planning and Highway Authority prior to work commencing on site. Contact details for the Site Manager will also be displayed at the site entrance.

6. Environmental Impact Measures

6.1. Context

- 6.1.1. It is important that construction impacts in relation to issues that may arise along the local highway network, as well as increases in vehicle emissions and waste attributable to the proposed scheme are addressed. Suitable mitigation measures aimed at reducing these impacts with specific regard to transport are identified below.

6.2. Air Pollution, Dust and Dirt Control

- 6.2.1. During works the main air pollution emissions are the dust and the fumes from machinery. The contractors will use high pressure hoses to saturate all materials with water during the process and whilst loading the waste materials for disposal. Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times.
- 6.2.2. The three main potential sources of air pollution emissions during construction works are the use of compressors, generators and portable petrol cut off saws. Any compressors and generators used will be of the latest design available with low emission ratings. All machinery will be switched off when not in use to minimise emissions as well as noise. Any portable petrol cut off saws will be operated with an automatic water applicator. The water application is designed to dampen any arising debris and dust as well as reduce the wear to the blade. Use of cut off saws without water attachments will not be tolerated under any circumstances.
- 6.2.3. Burning of materials on site will not be permitted in order to prevent smoke emissions.
- 6.2.4. Mud and debris on the road are regarded as one of the main environmental nuisances and safety problems arising from construction sites. A wheel washing facility will be provided for the duration of the construction works to ensure levels of mud and debris on roadways near the site is minimised. The wheel washing facilities will be in the form of a hose down point located adjacent to the construction compound. All vehicle wheels will be cleaned whenever a vehicle leaves the site.
- 6.2.5. The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.

6.3. Noise Control

- 6.3.1. Noise generated by the construction process will be considered and its impact on neighbouring properties mitigated. Suitable mitigation measures to be used include:
- Standard construction hours;
 - The use of quieter alternative methods or mechanical plant, where reasonably practical;
 - Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where practical;
 - Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use; and
 - Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.

6.4. Fuel Consumption

- 6.4.1. The appointed Construction Contractor will strive to procure local contractors for the project where possible thereby minimising transport costs and impact on the local environment. The use of the

booking system for deliveries will also help to ensure that the construction site is serviced in an efficient manner which help to minimise the number of vehicle movements that would be generated.

- 6.4.2. A further measure that will be employed is encouraging all delivery vehicles to switch off engines as they are waiting at the site, thereby preventing unnecessarily idling vehicles.

6.5. Waste Management

- 6.5.1. In order to seek to reduce the number of HGV trips that are generated, any limited aggregates generated on site during any works will be re-used wherever practical.
- 6.5.2. All waste materials will be collected and stored in suitable receptacles before they are taken off site. Waste materials will not be allowed to accumulate because of fire/vermin risk. The waste will be separated into recycling types and general waste in designated general waste and refuse and recycling stores.
- 6.5.3. Whenever deliveries are undertaken, banksmen will be used to ensure that materials are transferred into the site as soon as possible to ensure that no dirt or rubbish is left on the public highway.
- 6.5.4. It will be requested that the manufacturer supplying the solar panels for the site use packaging that is 100% recyclable. The packaging material collected during the construction by the installation team can then be re-used by the solar panel manufacturer upon completion.

6.6. Wheel Washing Facilities and Mud on Roads

- 6.6.1. Wheel washing facilities will be provided within the temporary construction compound. The unnamed road will be regularly inspected by the site manager or banksmen. In the event that mud, dust or debris is deposited, then the contractor will organise for a road sweeper on the road.

7. Summary and Conclusions

7.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Enviromena Project Management UK Ltd to provide transport and highways support for the proposed development of Chicklade Solar Farm (“the proposed development”) at Land off A303, Chicklade, SP3 5SS (“the site”). The local planning and highway authority are Wiltshire Council (WC).

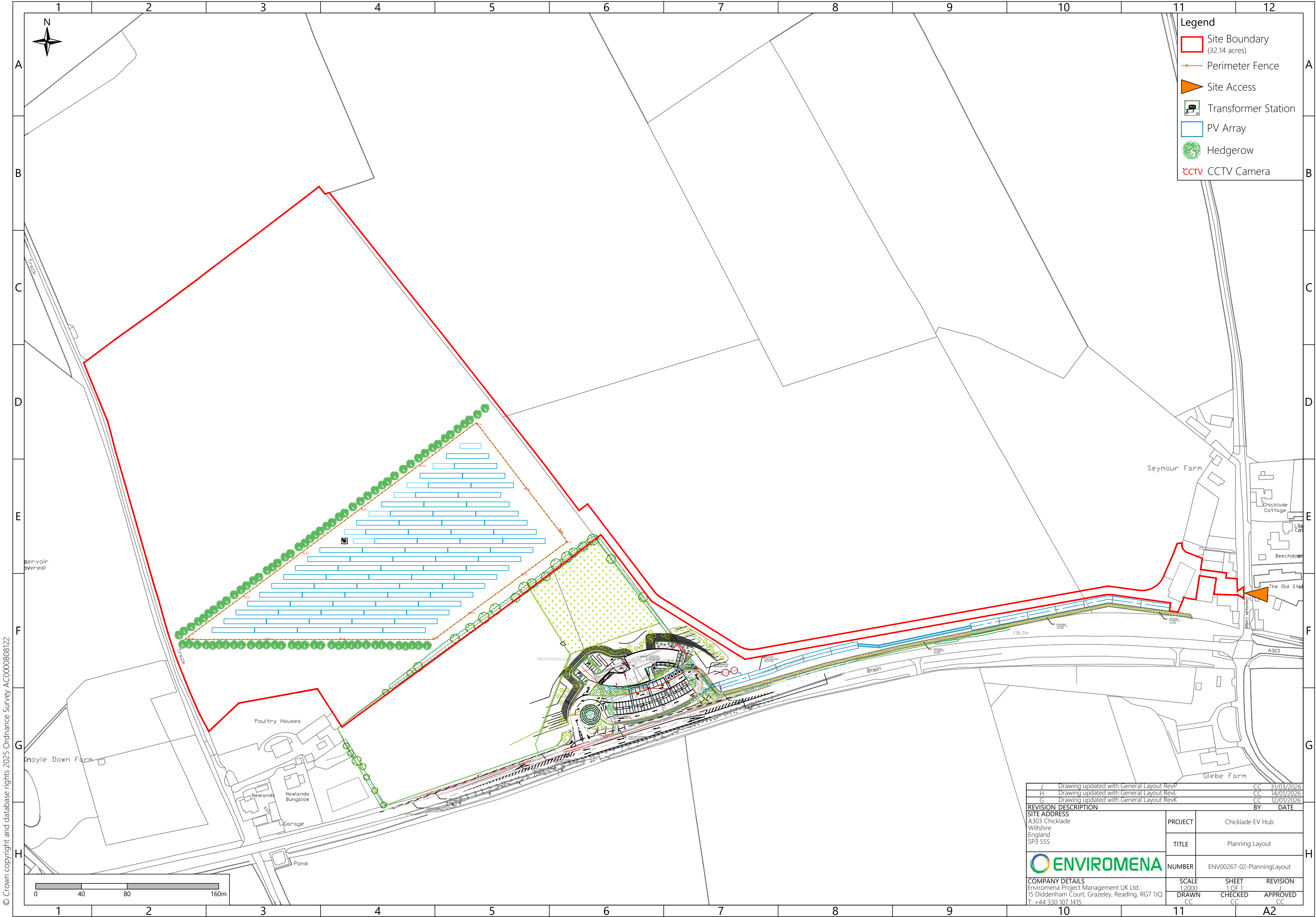
7.1.2. A summary of the findings in this report are as follows:

- Construction vehicles will turn off the A303 onto an unnamed road. Construction vehicles will then travel 40m north until an existing farm access is reached on the western side of the carriageway. Construction vehicles will then turn left into the site
- One serious collision was identified within the PIC Study Area in the vicinity of the A303 access. With consideration to the number of vehicle movements generated by the Development, it is considered that the Development will have no adverse impact on highway safety.
- The Development will be constructed over 2 months with the Development generating an average of 4 (two-way) HGV’s per day. In addition, it is anticipated the Development will generate up to 40 two-way LGV movements per day associated with staff travel.
- During the operational phase, the Development will generate up to 4 two-way vehicle trips per month, which is considered to have an imperceptible impact on the local highway network.
- The volume of vehicle trips generated by the construction, and operational phases of the Development are considered to be negligible and would have an imperceptible impact on the operation of the local highway network. As such, there are no residual traffic impacts identified.

7.2. Conclusion

7.2.1. In view of the findings within this COTMP, it is considered that the Development is acceptable in transport terms and meets the local and national policy objectives. The COTMP demonstrates that there are no residual impacts in terms of highway safety or the operational capacity of the surrounding highway and transport networks and therefore planning permission should not be withheld on transport grounds.

Appendix A – Site Layout

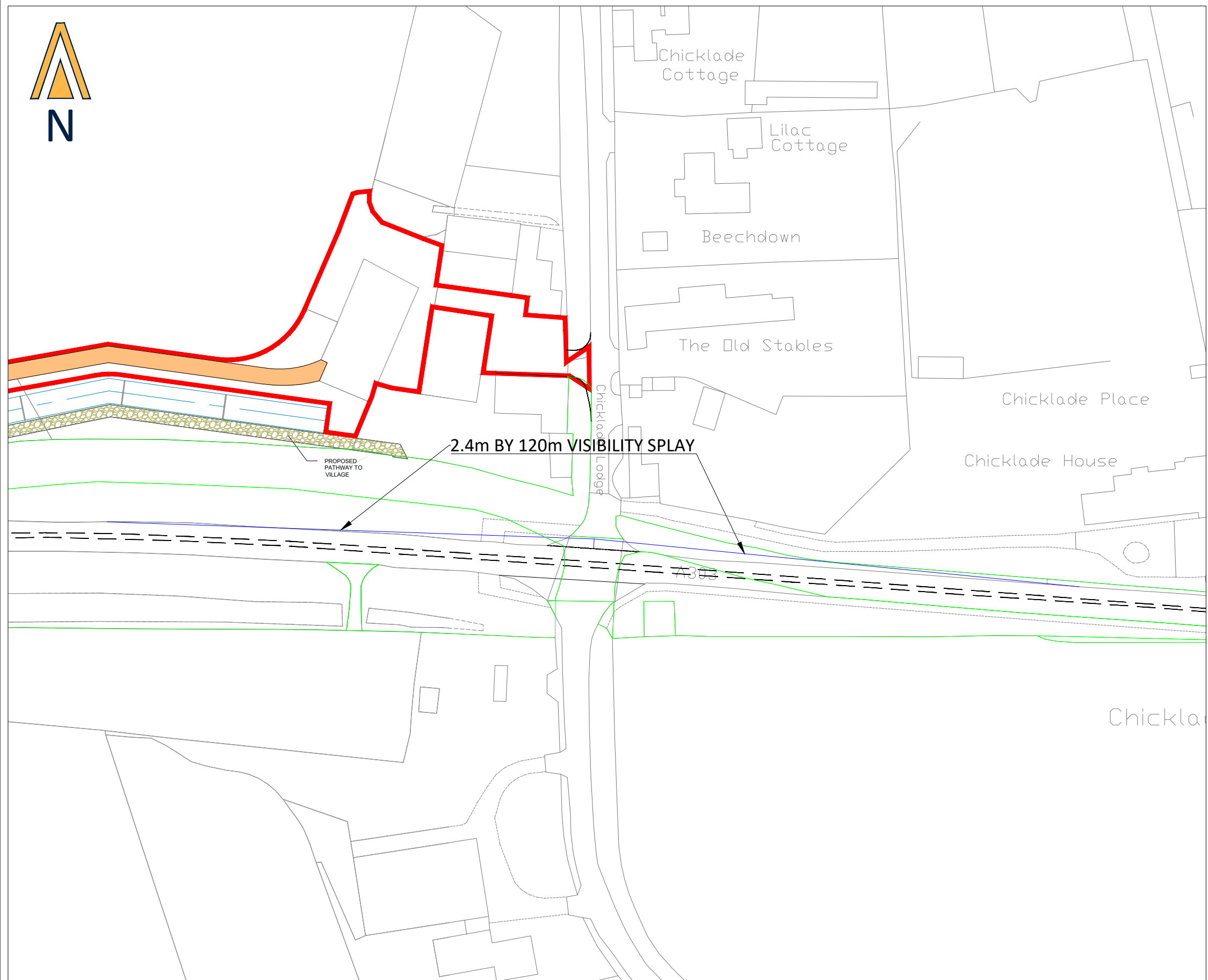


Legend

- Site Boundary (32.14 acres)
- Perimeter Fence
- Site Access
- Transformer Station
- PV Array
- Hedgerow
- CCTV CCTV Camera

J	Drawing updated with General Layout Rev	CC	31/03/2026
H	Drawing updated with General Layout Rev	CC	14/01/2026
G	Drawing updated with General Layout Rev	CC	12/01/2026
REVISION DESCRIPTION		BY	DATE
SITE ADDRESS		PROJECT	Chicklade EV Hub
A303 Chicklade		TITLE	Planning Layout
Wiltshire		NUMBER	ENV00267-02-PlanningLayout
England		SCALE	1:2000
SP3 5SS		SHEET	1 OF 1
COMPANY DETAILS		DRAWN	REVISION
Enviromena Project Management UK Ltd.		CC	CC
15 Diddenham Court, Grazeley, Reading, RG7 1UQ		CHECKED	APPROVED
T: +44 330 107 1415		CC	CC

Appendix B – A303 / Unnamed Road – Visibility Splay



1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY AND THIS DRAWING IS TO BE USED FOR PLANNING PURPOSES ONLY.

— VISIBILITY SPLAY
— NATIONAL HIGHWAY BOUNDARY

-	FIRST ISSUE	-	-	XX.XX.25
Rev	Amendment	Drn	App	Date

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Drawn by AN	Approved by AN	Date 01/05/2026
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Scale 1:1000 @ A3	Job No R-25-0214
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Drawing No R-25-0214/SP04	Rev -
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Evoke Transport Consultants Limited
R+ Building
2 Blagrove Street
Reading, RG1 1AZ

Telephone: 01183 800 182
E: info@evoketransport.co.uk
W: www.evoketransport.co.uk

Project Name

CHICKLADE SERVICES
A303

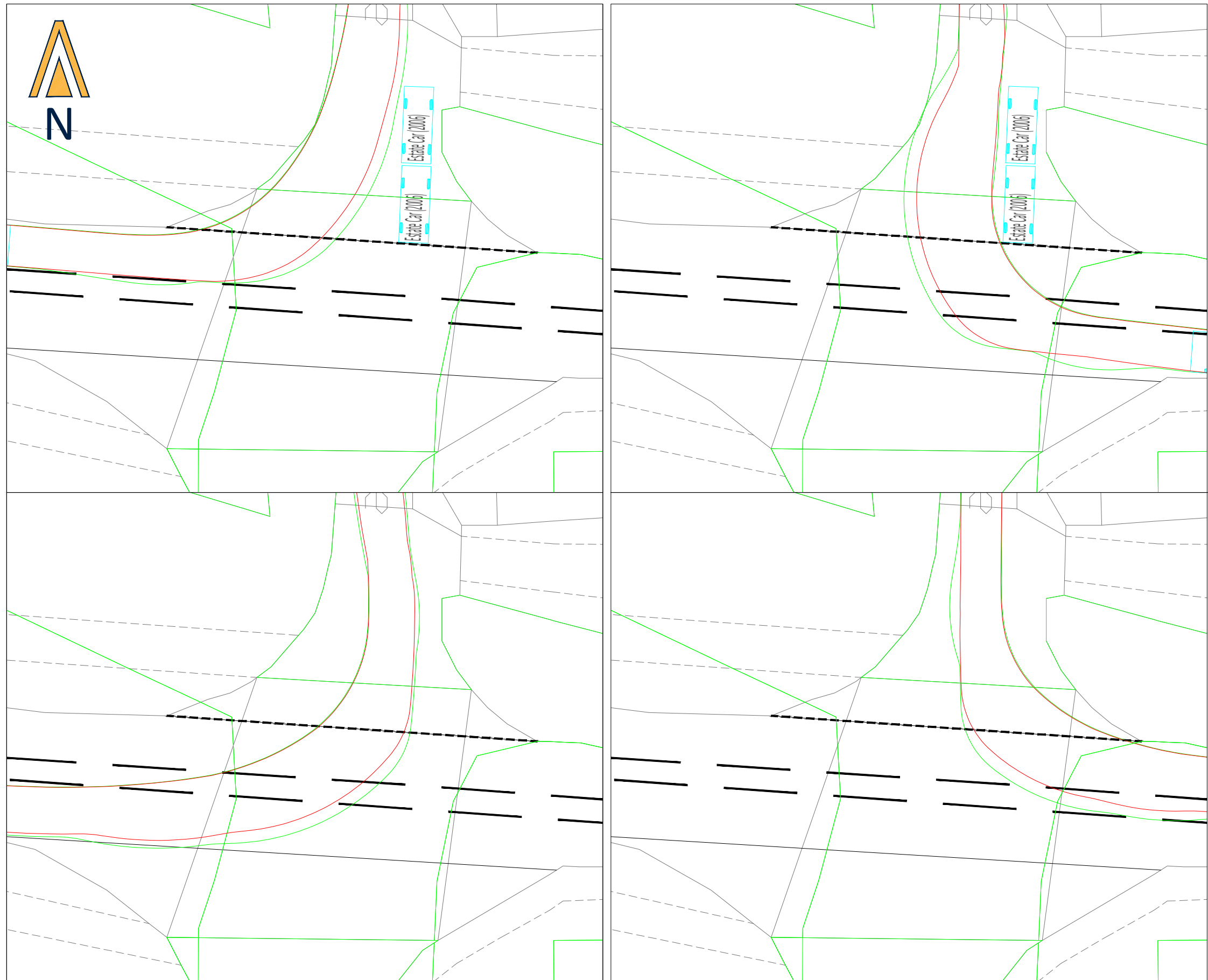
Drawing Title

A303 Access
VISIBILITY SPLAY

Client

ENVIROMENA PROJECT
MANAGEMENT UK LIMITED

Appendix C – A303 / Unnamed Road - Swept Path Analysis – 12m Rigid



1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
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Technical drawing of a truck chassis showing dimensions in feet and inches. The overall length is 12 feet. The wheelbase is 4.428 feet. The dimensions from the front of the chassis to the center of the wheels are: 2.98 feet to the first wheel, 1.61 feet to the second wheel, and 1.524 feet to the third wheel. The total length from the front of the chassis to the center of the third wheel is 6.8 feet.

Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

- BODY OUTLINE FORWARD MANOEUVRE
- BODY OUTLINE REVERSE MANOEUVRE
- CHASSIS OUTLINE FORWARD MANOEUVRE
- CHASSIS OUTLINE REVERSE MANOEUVRE

-	FIRST ISSUE	-	-	XX.XX.25
Rev	Amendment	Drn	App	Date

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Scale 1:250 @ A3	Job No R-25-0214
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Drawing No	Rev
R-25-0214/SP04	-



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Project Name	CHICKLADE SERVICES A303
Drawing Title	A303 Access ARRANGEMENT - 12m Rigid

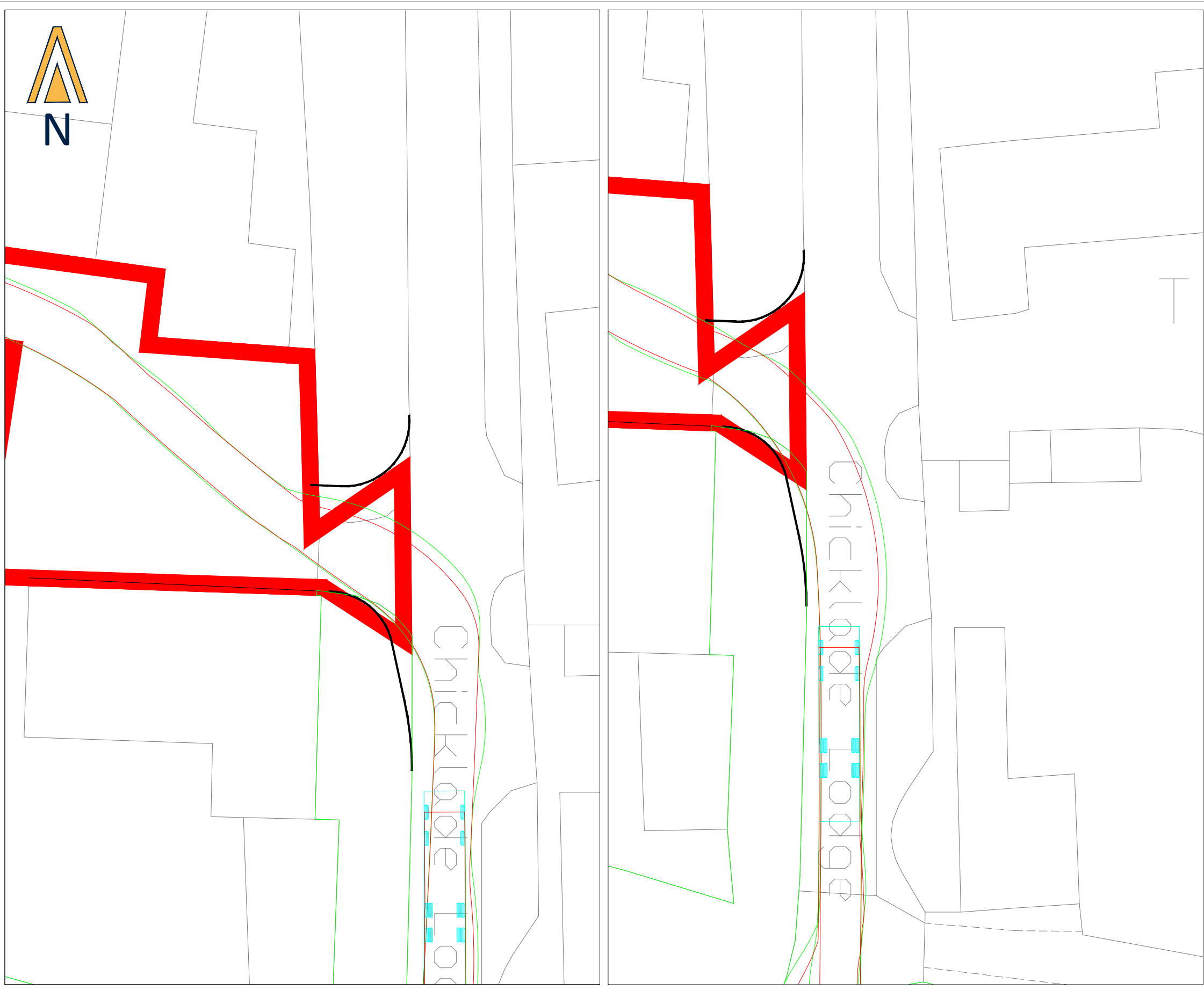
Client

ENVIROMENA PROJECT
MANAGEMENT UK LIMITED

Drawn by AN	Approved by AN	Date 01/05/2026
Scale 1:250 @ A3	Job No R-25-0214	
Drawing No R-25-0214/SP04		Rev -

Appendix D – Site Access - Swept Path Analysis – 12m Rigid

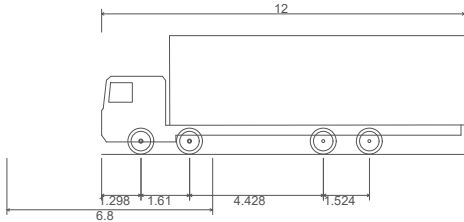
C:\Users\AndrewNock\Documents\Evoke Transport\Evoke Projects - Documents\2025\R-25-0214 Chicklade EV hub\50 Drawings\51 AutoCAD\R-25-0214-SP01-04.HY01.dwg



NOTES

- DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
- EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY AND THIS DRAWING IS TO BE USED FOR PLANNING PURPOSES ONLY.

VEHICLE PROFILE



Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m

VEHICLE TRACKING KEY

- BODY OUTLINE FORWARD MANOEUVRE
- BODY OUTLINE REVERSE MANOEUVRE
- CHASSIS OUTLINE FORWARD MANOEUVRE
- CHASSIS OUTLINE REVERSE MANOEUVRE

-	FIRST ISSUE	-	-	XX.XX.25
Rev	Amendment	Drn	App	Date

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Drawn by AN	Approved by AN	Date 01/05/2026
Scale 1:250 @ A3	Job No R-25-0214	
Drawing No R-25-0214/SP04	Rev -	



Evoke Transport Consultants Limited
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E: info@evoketransport.co.uk
W: www.evoketransport.co.uk

Project Name CHICKLADE SERVICES A303	Drawing Title SITE ACCESS ARRANGEMENT - 12m Rigid
--	---

Client ENVIROMENA PROJECT MANAGEMENT UK LIMITED

Appendix E – ATC Data

Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axes=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axes=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axes=2		Medium
4	TB3	3	2	Three axle truck or Bus	axes=3 & groups=2		
5	T4	>3	2	Four axle truck	axes>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axes=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axes = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axes = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axes=6 & groups>2 or axes>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axes>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axes>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axes>6		Light
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axes=2		
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axes=2		

	Northbound	Southbound
Total	169	168
Mean Speed	18.4	17.1
85%	24.5	21.2



SITE: ATC - Chicklade, Salisbury SP3 5ST

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.110185, -2.130103

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

21 April 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.3
0900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1
1000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1
1100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7
1200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6
1300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7
1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3
1500	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.9
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1800	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.7
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4
07-19	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	0	20.1
06-22	22	20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	19.4
06-00	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	19.5
00-00	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	0	19.5

22 April 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
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0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	12

1200	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	15.9	-
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1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
1500	4	2	0	1	1	0	0	0	0	0	0	0	0	0	0	20.4	-
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1700	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	15.3	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-
07-19	22	16	0	3	1	0	0	0	1	0	0	0	0	0	1	18	23.5
06-22	23	17	0	3	1	0	0	0	1	0	0	0	0	0	1	17.8	23.4
06-00	24	18	0	3	1	0	0	0	1	0	0	0	0	0	1	18.2	23.8
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23 April 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
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0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.3	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0900	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
1000	6	4	1	0	0	0	0	0	0	0	0	0	0	0	1	9.9	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1200	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	17.3	-
1300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
1400	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	16.5	-
1500	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	21.4	-
1600	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	17.8	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	36	28	1	6	0	0	0	0	0	0	0	0	0	0	1	17	23.6
06-22	38	30	1	6	0	0	0	0	0	0	0	0	0	0	1	16.9	23.5
06-00	38	30	1	6	0	0	0	0	0	0	0	0	0	0	1	16.9	23.5
00-00	40	32	1	6	0	0	0	0	0	0	0	0	0	0	1	17.1	23.3

24 April 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
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0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
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0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
0900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8
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1200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
1300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1500	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5
1600	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	17.8
1700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1
1900	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.4
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2
2200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	21	15	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	20.4
06-22	24	17	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	19.7
06-00	25	17	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	19.8
00-00	25	17	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	19.8

25 April 2026

[illegible]

06-22	10	9	0	0	0	0	0	0	0	0	0	0	0	0	1	20.2	-
06-00	11	10	0	0	0	0	0	0	0	0	0	0	0	0	1	19.5	27.1
00-00	11	10	0	0	0	0	0	0	0	0	0	0	0	0	1	19.5	27.1

26 April 2026

[illegible]

27 April 2026

[illegible]



LOCATION: Attached to telegraph pole

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

21 April 2026

[illegible]

22 April 2026

[illegible]

1200	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-
1300	3	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	18.8	-
1400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
1500	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1700	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.6	-
07-19	22	2	13	6	1	0	0	0	0	0	0	0	0	0	0	0	18	23.5
06-22	23	2	14	6	1	0	0	0	0	0	0	0	0	0	0	0	17.8	23.4
06-00	24	2	14	6	2	0	0	0	0	0	0	0	0	0	0	0	18.2	23.8
00-00	24	2	14	6	2	0	0	0	0	0	0	0	0	0	0	0	18.2	23.8

23 April 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0700	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.3	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0900	9	0	6	2	1	0	0	0	0	0	0	0	0	0	0	0	17.8	-
1000	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1200	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-
1300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
1400	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-
1500	5	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	21.4	-
1600	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1800	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17	-
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	36	7	18	8	3	0	0	0	0	0	0	0	0	0	0	0	17	23.6
06-22	38	7	20	8	3	0	0	0	0	0	0	0	0	0	0	0	16.9	23.5
06-00	38	7	20	8	3	0	0	0	0	0	0	0	0	0	0	0	16.9	23.5
00-00	40	7	20	10	3	0	0	0	0	0	0	0	0	0	0	0	17.1	23.3

24 April 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
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[illegible]

25 April 2026

[illegible]

[illegible]

26 April 2026

[illegible]

27 April 2026

[illegible]

[illegible]

Grand Total

[illegible]



SITE: ATC - Chicklade, Salisbury SP3 5ST

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.110185, -2.130103

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	21-Apr	22-Apr	23-Apr	24-Apr	25-Apr	26-Apr	27-Apr	1-5.	1-7.
Hour									
0000-0100	0	0	1	0	0	0	0	0.2	0.1
0100-0200	0	0	0	0	0	0	0	0	0
0200-0300	0	0	0	0	0	0	0	0	0
0300-0400	0	0	0	0	0	0	0	0	0
0400-0500	0	0	0	0	0	0	0	0	0
0500-0600	0	0	1	0	0	0	0	0.2	0.1
0600-0700	0	0	0	0	0	0	0	0	0
0700-0800	0	1	1	1	0	2	2	1	1
0800-0900	3	1	0	1	0	0	1	1.2	0.9
0900-1000	1	2	9	1	0	0	3	3.2	2.3
1000-1100	1	0	6	2	0	1	1	2	1.6
1100-1200	3	1	0	3	1	2	3	2	1.9
1200-1300	3	7	6	1	3	0	2	3.8	3.1
1300-1400	1	3	1	4	0	2	2	2.2	1.9
1400-1500	1	1	4	0	1	1	4	2	1.7
1500-1600	3	4	5	2	1	0	6	4	3
1600-1700	3	0	2	3	1	0	3	2.2	1.7
1700-1800	0	2	0	1	2	1	1	0.8	1
1800-1900	1	0	2	2	1	2	0	1	1.1
1900-2000	1	1	2	2	0	0	3	1.8	1.3
2000-2100	1	0	0	0	0	2	0	0.2	0.4
2100-2200	0	0	0	1	0	0	1	0.4	0.3
2200-2300	0	0	0	1	1	1	0	0.2	0.4
2300-2400	1	1	0	0	0	0	0	0.4	0.3
Totals									
07-19	20	22	36	21	10	11	28	25.4	21.1
06-22	22	23	38	24	10	13	32	27.8	23.1
06-00	23	24	38	25	11	14	32	28.4	23.9
00-00	23	24	40	25	11	14	32	28.8	24.1
AM Peak	1100	900	900	1100	1100	1100	1100		
	3	2	9	3	1	2	3		
PM Peak	1600	1200	1200	1300	1200	1800	1500		
	3	7	6	4	3	2	6		



LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.110185, -2.130103

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

21 April 2026

22 April 2026

[illegible]

1200	6	5	0	0	0	0	0	0	0	0	0	0	0	1	0	16.2	-
1300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	11.9	-
1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	-
1500	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	18.8	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	25	21	0	3	0	0	0	0	0	0	0	0	0	1	0	16.3	20.2
06-22	26	22	0	3	0	0	0	0	0	0	0	0	0	1	0	16.5	20.1
06-00	26	22	0	3	0	0	0	0	0	0	0	0	0	1	0	16.5	20.1
00-00	26	22	0	3	0	0	0	0	0	0	0	0	0	1	0	16.5	20.1

23 April 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-
0700	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-
1000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-
1100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-
1200	4	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	12.5	-
1300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
1400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
1500	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
1600	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-
1700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	34	27	0	6	1	0	0	0	0	0	0	0	0	0	0	0	16	20
06-22	35	28	0	6	1	0	0	0	0	0	0	0	0	0	0	0	16.1	20
06-00	35	28	0	6	1	0	0	0	0	0	0	0	0	0	0	0	16.1	20
00-00	36	29	0	6	1	0	0	0	0	0	0	0	0	0	0	0	16.1	20

24 April 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
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0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
0700	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	16	-
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
0900	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17	-
1000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
1100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-
1200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
1500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22	-
1600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-
1700	4	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	18.6	-
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.7	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	22	16	0	4	0	0	0	0	0	0	0	0	0	0	2	0	17.1	21.5
06-22	24	18	0	4	0	0	0	0	0	0	0	0	0	0	2	0	16.9	21.1
06-00	25	18	0	5	0	0	0	0	0	0	0	0	0	0	2	0	17	20.9
00-00	25	18	0	5	0	0	0	0	0	0	0	0	0	0	2	0	17	20.9

25 April 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0900	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	26.4	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1100	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	19.8	-
1200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	4	20.3	26

[illegible]

26 April 2026

[illegible]

27 April 2026

[illegible]

[illegible]

[illegible]

1200	6	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-
1300	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-
1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	-
1500	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1800	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	25	5	14	6	0	0	0	0	0	0	0	0	0	0	0	0	16.3	20.2
06-22	26	5	15	6	0	0	0	0	0	0	0	0	0	0	0	0	16.5	20.1
06-00	26	5	15	6	0	0	0	0	0	0	0	0	0	0	0	0	16.5	20.1
00-00	26	5	15	6	0	0	0	0	0	0	0	0	0	0	0	0	16.5	20.1

23 April 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-
0700	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0900	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-
1000	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-
1100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-
1200	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-
1300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
1400	5	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	19.5	-
1500	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
1600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-
1700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	34	7	21	5	1	0	0	0	0	0	0	0	0	0	0	0	16	20
06-22	35	7	21	6	1	0	0	0	0	0	0	0	0	0	0	0	16.1	20
06-00	35	7	21	6	1	0	0	0	0	0	0	0	0	0	0	0	16.1	20
00-00	36	7	22	6	1	0	0	0	0	0	0	0	0	0	0	0	16.1	20

24 April 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
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25 April 2026

[illegible]

26 April 2026

[illegible]

27 April 2026

[illegible]

[illegible]

Grand Total

[illegible]



SITE: ATC - Chicklade, Salisbury SP3 5ST

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.110185, -2.130103

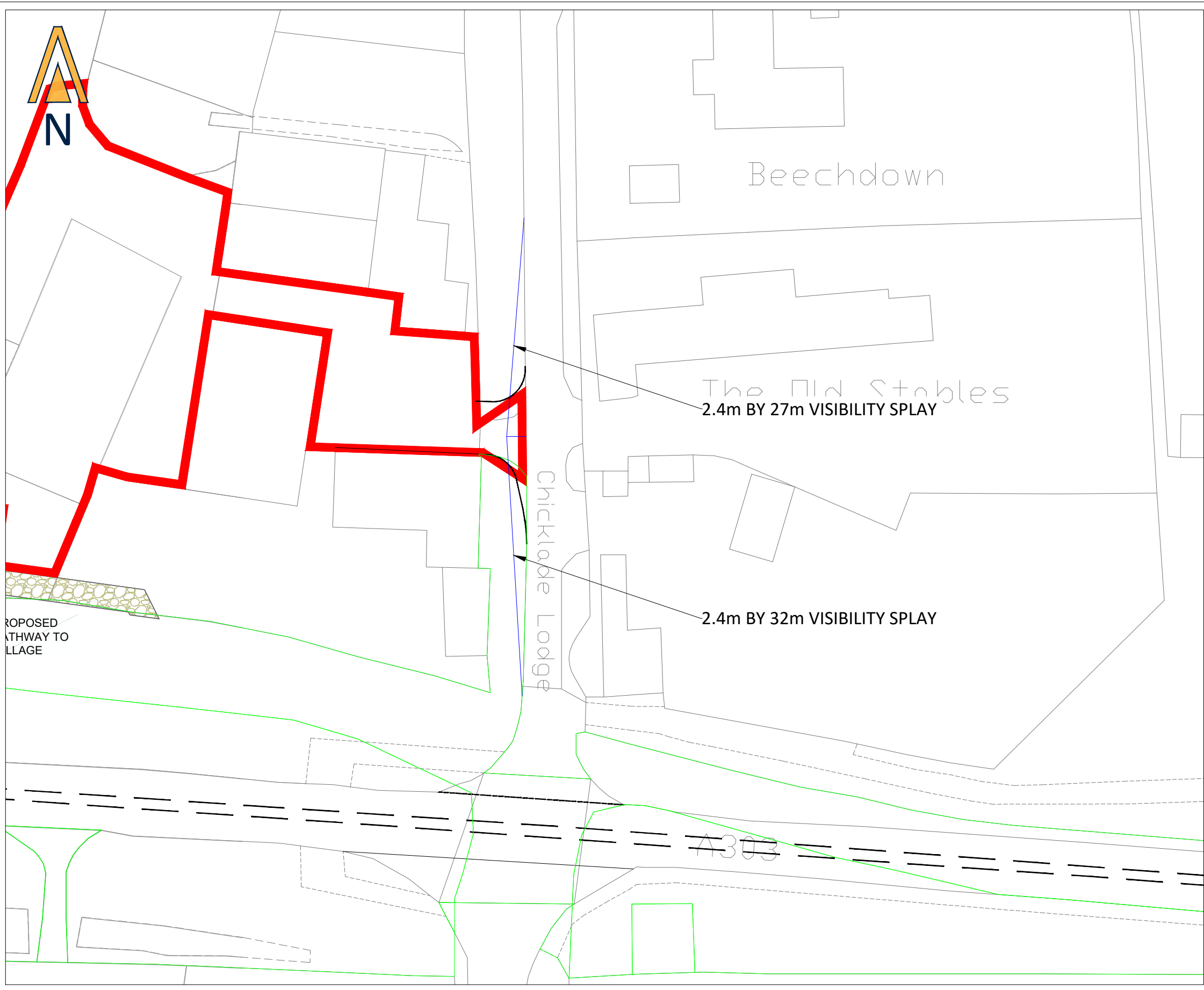
DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	21-Apr	22-Apr	23-Apr	24-Apr	25-Apr	26-Apr	27-Apr	1-5.	1-7.
Hour									
0000-0100	0	0	0	0	0	0	0	0	0
0100-0200	0	0	0	0	0	0	0	0	0
0200-0300	0	0	0	0	0	0	0	0	0
0300-0400	0	0	0	0	0	0	0	0	0
0400-0500	0	0	0	0	0	0	0	0	0
0500-0600	0	0	1	0	0	0	0	0.2	0.1
0600-0700	1	1	1	1	1	1	1	1	1
0700-0800	2	4	3	3	0	1	5	3.4	2.6
0800-0900	4	2	0	1	0	0	0	1.4	1
0900-1000	1	3	3	5	1	1	3	3	2.4
1000-1100	2	0	8	1	0	1	2	2.6	2
1100-1200	3	1	2	2	7	0	2	2	2.4
1200-1300	3	6	4	2	1	1	1	3.2	2.6
1300-1400	0	3	3	0	0	4	1	1.4	1.6
1400-1500	2	1	5	1	0	0	4	2.6	1.9
1500-1600	2	3	3	1	0	0	2	2.2	1.6
1600-1700	3	0	2	1	0	0	5	2.2	1.6
1700-1800	0	0	1	4	2	1	1	1.2	1.3
1800-1900	0	2	0	1	0	1	0	0.6	0.6
1900-2000	0	0	0	1	0	1	2	0.6	0.6
2000-2100	1	0	0	0	1	0	0	0.2	0.3
2100-2200	0	0	0	0	0	0	0	0	0
2200-2300	0	0	0	1	1	1	0	0.2	0.4
2300-2400	1	0	0	0	0	0	0	0.2	0.1
Totals									
07-19	22	25	34	22	11	10	26	25.8	21.4
06-22	24	26	35	24	13	12	29	27.6	23.3
06-00	25	26	35	25	14	13	29	28	23.9
00-00	25	26	36	25	14	13	29	28.2	24
AM Peak	800	700	1000	900	1100	1000	700		
	4	4	8	5	7	1	5		
PM Peak	1600	1200	1400	1700	1700	1300	1600		
	3	6	5	4	2	4	5		

Appendix F – Unnamed Road – Visibility Splay

C:\Users\AndrewNock\Documents\Evoke Transport\Evoke Projects - Documents\2025\R-25-0214 Chicklade EV hub\50 Drawings\51 AutoCAD\R-25-0214-SP01-04.HY01.dwg



NOTES

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
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KEY

- VISIBILITY SPLAY
- NATIONAL HIGHWAY BOUNDARY

-	FIRST ISSUE	-	-	XX.XX.25
Rev	Amendment	Drn	App	Date

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Drawn by	AN	Approved by	AN	Date	01/05/2026
Scale	1:500 @ A3	Job No	R-25-0214		
Drawing No	R-25-0214/SP04	Rev	-		



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W: www.evoketransport.co.uk

Project Name	CHICKLADE SERVICES A303
Drawing Title	SITE ACCESS VISIBILITY SPLAY

Client	ENVIROMENA PROJECT MANAGEMENT UK LIMITED
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