

P1064 – LAND AT POTTERNE WICK, POTTERNE

TRANSPORT TECHNICAL NOTE

Document Control

Issue	Ref	Prepared By	Checked By	Approved By	Date	Comments
1	P1064-TN01	JA	JR	JA	29.09.2026	For Information

1. Introduction

- 1.1. This Transport Technical Note has been produced by PFA Consulting on behalf of PKA Architects to provide supporting information regarding proposals to relocate PKA Architects existing office on Whistley Road, Potterne to a new-build office at Potterne Wick, Potterne.
- 1.2. This Transport Technical Note provides a brief description of the site context and development proposals, the results of an Automatic Traffic Count (ATC) survey on Potterne Wick, and details of the proposed site access showing the requisite visibility splays based on observed speeds.
- 1.3. **Figure 1.1** below shows the location of the new office at Potterne Wick; the applicant's proposed Site Plan is reproduced at **Appendix A**.



Figure 1.1: Site Location Plan

2. Existing and Proposed Highway Context

- 2.1. Potterne Wick is predominantly a single-track rural road connecting the villages of Potterne and Urchfont; it is used by a combination of local traffic, pedestrians, cyclists and agricultural vehicles. Notwithstanding its rural character, the road generally experiences relatively low levels of traffic, with agricultural and farm-related movements forming a notable proportion of its use.
- 2.2. The proposed relocation also needs to be considered in the context of the existing PKA office location at Whistley Road. Whistley Road currently accommodates the practice's office traffic and experiences a greater level of through traffic than at Potterne Wick, including traffic using the road as an alternative route to avoid travelling through Devizes.
- 2.3. **Figure 2.1** below shows the locations of both the existing PKA Architects office on Whistley Road and proposed relocation to Potterne Wick. Relocating the practice to Potterne Wick would consequently not simply introduce a new source of office-related traffic to the local highway network; it would also remove the existing office-related traffic from Whistley Road.



Figure 2.1: PKA's Existing Office and Proposed New Site

3. Traffic Generation and Staff Travel

- 3.1. PKA Architects employs four full-time members of staff. The proposed relocation of the practice office will result in all employees having relatively short journeys to work. Although the existing office is also located within a village and the overall journey distances are therefore not substantially different, the proposed office is closer to the homes of the employees. The new office will be located within a maximum distance of approximately 4 miles of each employee's home.
- 3.2. The practice actively encourages sustainable travel, particularly walking and cycling. At present, one member of staff regularly cycles to work, and cycle storage will be provided within the site as part of the proposed development. A shower facility is also proposed within the office to support and encourage staff who choose to cycle, walk or run to work.

- 3.3. One member of staff currently lives directly opposite the proposed site and drives to the existing office. Following the relocation, this employee will be able to walk to work. This will remove two vehicle movements per working day, comprising one arrival and one departure.
- 3.4. Based on the proposed working patterns, the anticipated daily staff movements associated with the office will be very low. Of the four full-time members of staff, one is expected to cycle, one is expected to walk and two are expected to travel by car. This equates to approximately two staff vehicle arrivals and two departures per typical working day, or around four vehicle movements per day in total.
- 3.5. The practice does continue to hold face-to-face meetings; however, these are relatively infrequent. It is estimated that there are no more than approximately three to four external meetings at the office per month. Consequently, visitor-related traffic generation is expected to be very limited and would have no material effect on the overall level of traffic using Potterne Wick.
- 3.6. The proposed office will therefore generate a very low level of traffic, with half of the staff journeys being undertaken by sustainable modes of transport. The scale and nature of the proposed use is consistent with a small professional office and is not expected to result in any significant increase in traffic movements on the local highway network.
- 3.7. Taking into account the number of employees, the short distances involved, the closer proximity of the proposed office to employees' homes, the existing use of sustainable modes of transport, the replacement of one existing car journey with walking, the provision of dedicated cycle storage and shower facilities, and the limited number of visitor meetings, the proposed office is expected to generate only a very small number of daily vehicle movements. The resulting traffic impact on Potterne Wick and the surrounding highway network is therefore considered to be negligible.

4. Traffic Survey

- 4.1. PFA commissioned AutoSurveys to undertake an Automatic Traffic Count (ATC) of the proposed site access for the purposes of establishing vehicular speed and flow. The survey covered a 7-day period between 18-24 September 2026, the outputs from which are provided at **Appendix B**.
- 4.2. **Table 4.1** summarises vehicular flows whilst **Table 4.2** presents speed survey data.

Table 4.1: Summary of Average Weekday Traffic on Potterne Wick

Time Period	Potterne Wick		
	Eastbound	Westbound	Two-Way
AM Peak Hour (08:00 – 09:00)	19	18	37
PM Peak Hour (16:00 – 17:00)	12	12	24
12 Hour	134	135	269

Table 4.2: Summary of Traffic Speeds on Potterne Wick

	Potterne Wick		
	Speed Limit	Mean	85th Percentile
Eastbound	NSL	27.3	33.4
Westbound	NSL	27.7	33.3

5. Proposed Site Access

- 5.1. The proposed access to the site comprises a formalised improvement to the existing field access on Potterne Wick. The public highway record of the surrounding highway network was obtained from Wiltshire Council and is provided at **Appendix C**.

- 5.2. The recorded speeds on Potterne Wick at the proposed site access were used with reference to Manual for Street 2 (MfS2) to establish the visibility splay requirements. The exit visibility splay calculations applying MfS2 parameters using the 85th percentile speeds for both eastbound and westbound traffic are provided at **Appendix D**.
- 5.3. Based on the 85th percentile speeds, the following exit visibility requirements have been established applying the calculations in with MfS2:
- 2.4m x 47.6m to the left on exit
 - 2.4m x 47.4m to the right on exit
- 5.4. The proposed site access arrangements and requisite visibility splays are shown on drawing P1064/01 at **Appendix E**. This shows that the visibility splays can be achieved within the public highway or land in the client's control, but will require some trimming of the existing hedge to the left of the proposed access.
- 6. Summary**
- 6.1. This Transport Technical Note has provided the results of a traffic survey on Potterne Wick to support proposals to relocate PKA Architects existing office on Whistley Road to a new-build office at Potterne Wick. The traffic generation of the proposed new office will be small as are the existing traffic flows on Potterne Wick. The requisite visibility splays at the proposed site access based on the observed 85th percentile vehicle speeds can be achieved within the extents of public highway ensuring a safe and suitable access for all users.

APPENDICES

Appendix A PKA Architects Site Plan

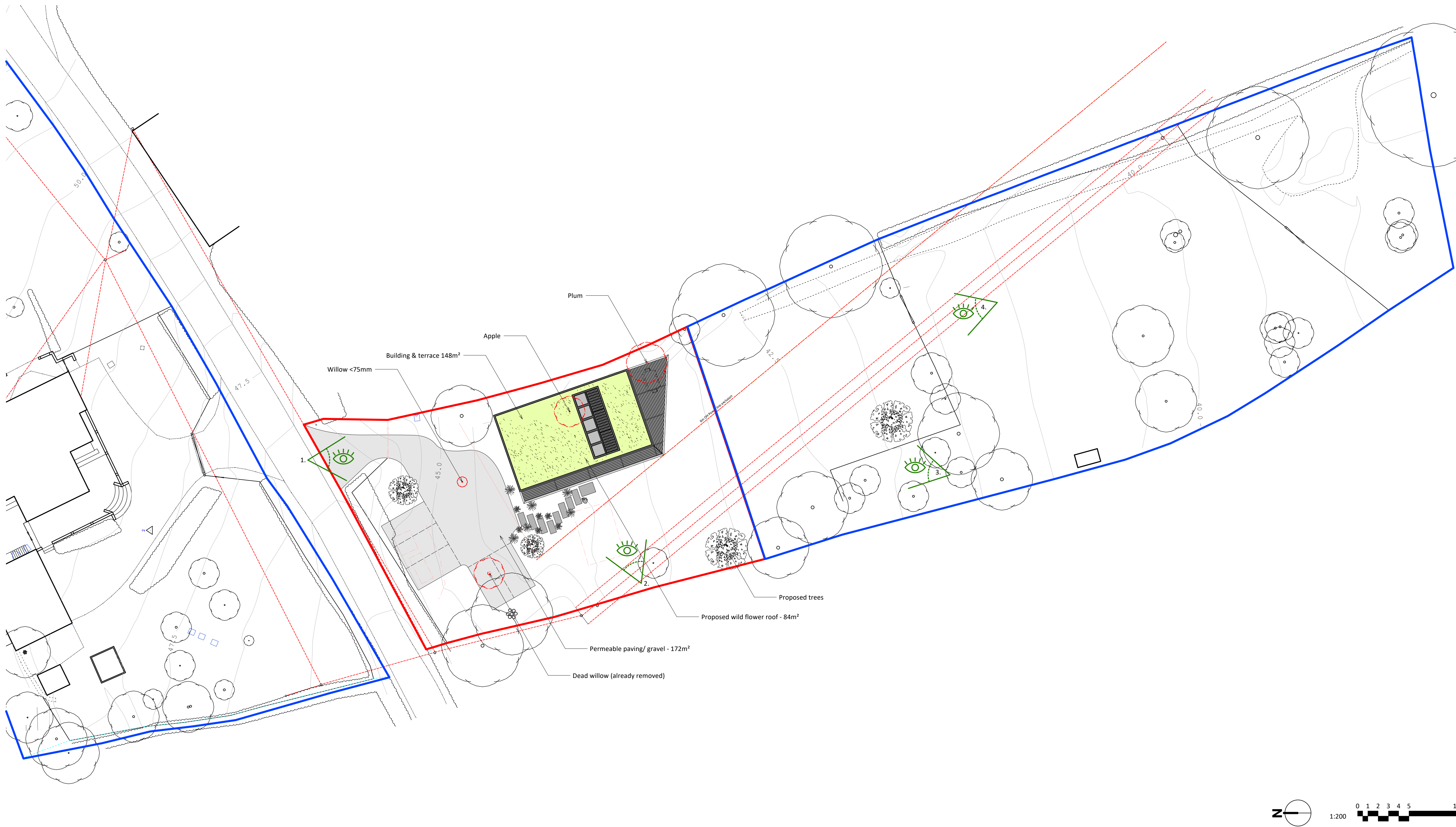
Appendix B Summary of Automatic Traffic Count Survey at Potterne Wick

Appendix C Public Highway Records

Appendix D Visibility Spay Calculations based on Traffic Speeds

Appendix E Drawing P1064/01 – Site Access Visibility Splays

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View 1



View 2



View 3

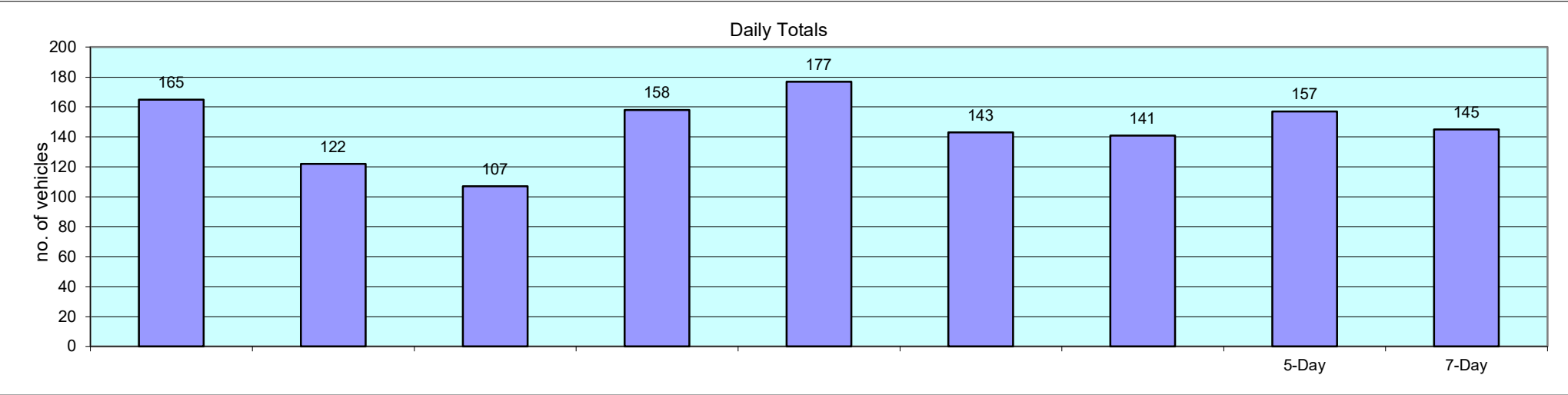


View 4

15767 POTTERNE										
SEPTEMBER 2026					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 15767001	Unnamed Road Potterne (East of Saddleback Lane) 51.320276, -1.998673	Channel: Eastbound	Fri 18-Sep-26	Thu 24-Sep-26	NSL	1013	157	145	33.4	27.3
		Channel: Westbound	Fri 18-Sep-26	Thu 24-Sep-26		969	155	138	33.3	27.7

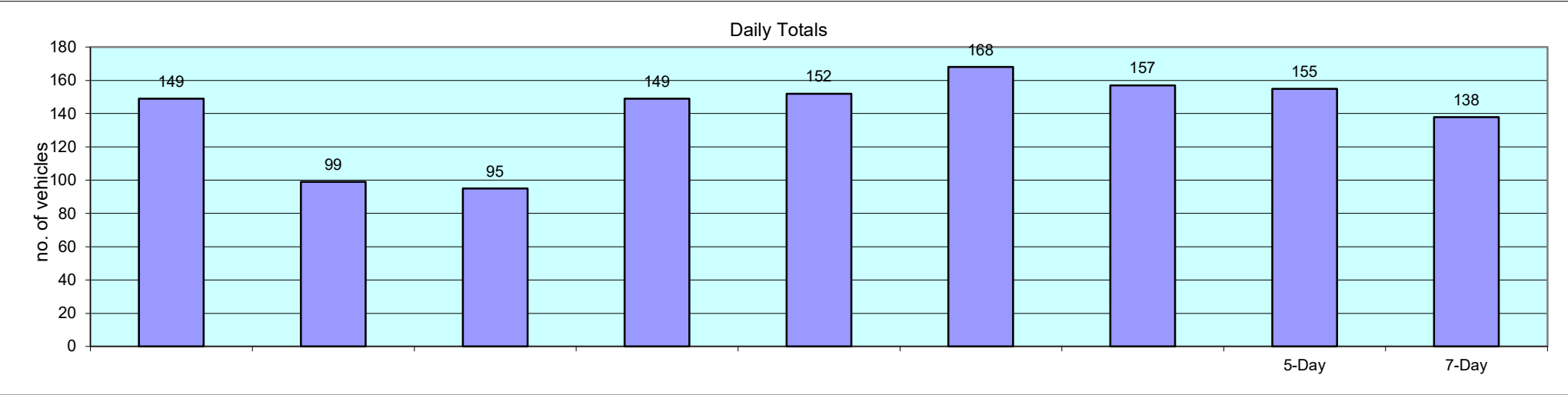
15767	POTTERNE			Site No: 15767001		Location		Unnamed Road, Potterne (East of Saddleback Lane)		
	Channel: Eastbound									
TIME PERIOD	Fri 18-Sep-26	Sat 19-Sep-26	Sun 20-Sep-26	Mon 21-Sep-26	Tue 22-Sep-26	Wed 23-Sep-26	Thu 24-Sep-26	5-Day Av	7-Day Av	
Week Begin: 18-Sep-26										
00:00	0	0	1	0	0	0	0	0	0	
01:00	1	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	
03:00	1	0	0	1	0	1	0	1	0	
04:00	0	0	1	1	0	0	1	0	0	
05:00	2	1	2	2	2	2	2	2	2	
06:00	6	0	3	1	6	6	3	4	4	
07:00	10	2	4	9	13	11	13	11	9	
08:00	21	8	5	27	17	14	16	19	15	
09:00	9	9	11	10	10	9	9	9	10	
10:00	5	11	11	6	13	7	6	7	8	
11:00	12	14	8	11	13	15	6	11	11	
12:00	8	9	10	14	16	10	6	11	10	
13:00	13	5	3	6	5	9	5	8	7	
14:00	11	10	8	7	8	7	9	8	9	
15:00	15	4	9	15	17	7	16	14	12	
16:00	17	17	7	14	18	10	10	14	13	
17:00	6	6	5	16	10	12	16	12	10	
18:00	13	11	10	6	12	7	8	9	10	
19:00	8	7	5	3	6	9	5	6	6	
20:00	2	2	2	4	7	4	5	4	4	
21:00	3	2	2	5	2	2	5	3	3	
22:00	1	4	0	0	2	1	0	1	1	
23:00	1	0	0	0	0	0	0	0	0	
12H,7-19	140	106	91	141	152	118	120	134	124	
16H,6-22	159	117	103	154	173	139	138	153	140	
18H,6-24	161	121	103	154	175	140	138	154	142	
24H,0-24	165	122	107	158	177	143	141	157	145	
Am	08:00	11:00	10:00	08:00	08:00	11:00	08:00			
Peak	21	14	11	27	17	15	16			
Pm	16:00	16:00	18:00	17:00	16:00	17:00	17:00			
Peak	17	17	10	16	18	12	16			

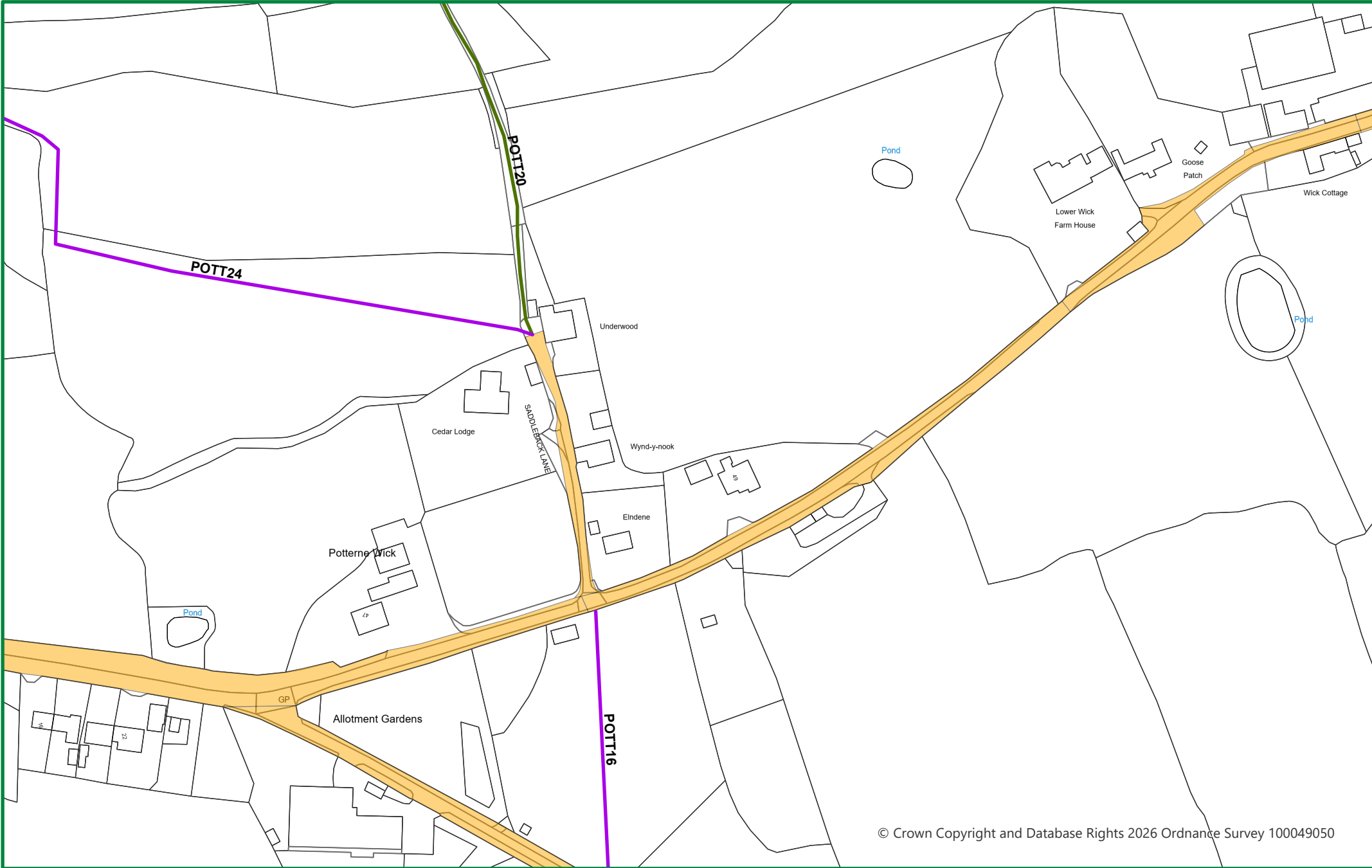
TIME PERIOD	Fri 18-Sep-26	Sat 19-Sep-26	Sun 20-Sep-26	Mon 21-Sep-26	Tue 22-Sep-26	Wed 23-Sep-26	Thu 24-Sep-26	5-Day Av	7-Day Av
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15767	POTTERNE			Site No: 15767001		Location		Unnamed Road, Potterne (East of Saddleback Lane)		
	Channel: Westbound									
TIME PERIOD	Fri 18-Sep-26	Sat 19-Sep-26	Sun 20-Sep-26	Mon 21-Sep-26	Tue 22-Sep-26	Wed 23-Sep-26	Thu 24-Sep-26	5-Day Av	7-Day Av	
Week Begin: 18-Sep-26										
00:00	0	0	0	0	0	0	0	0	0	
01:00	0	1	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	
03:00	1	0	0	1	0	1	1	1	1	
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19:00	10	2	6	5	3	2	7	5	5	
20:00	2	3	3	3	6	5	8	5	4	
21:00	4	1	4	2	2	0	0	2	2	
22:00	3	2	2	2	0	1	2	2	2	
23:00	1	0	0	0	0	0	0	0	0	
12H,7-19	123	87	77	133	133	152	134	135	120	
16H,6-22	144	96	92	145	150	163	152	151	135	
18H,6-24	148	98	94	147	150	164	154	153	136	
24H,0-24	149	99	95	149	152	168	157	155	138	
Am	08:00	11:00	11:00	08:00	08:00	10:00	08:00			
Peak	14	11	13	23	19	16	18			
Pm	15:00	18:00	12:00	15:00	16:00	12:00	15:00			
Peak	17	13	12	16	17	23	21			

TIME PERIOD	Fri 18-Sep-26	Sat 19-Sep-26	Sun 20-Sep-26	Mon 21-Sep-26	Tue 22-Sep-26	Wed 23-Sep-26	Thu 24-Sep-26	5-Day Av	7-Day Av
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Visibility Splay Calculations

Eastbound

SSD = $vt + v^2/2(d+0.1a)$ 85th %ile speed **33.4** mph

v = speed (m/s)
t = driver perception-reaction time (seconds)
d = deceleration (m/s²)
a = longitudinal gradient (%)
(+ for upgrades and - for downgrades)

v=	14.93	m/s			
t=	1.5	seconds			
d=	0.45	9.81	4.4145	m/s	
a=	0.0				
SSD=	22.40	+	25.25		
SSD=	47.6m				

Refer to MfS/DMRB for Reaction Time
(Deceleration Rate x 9.81m/s. Refer to MfS/DMRB)

Westbound

SSD = $vt + v^2/2(d+0.1a)$ 85th %ile speed **33.3** mph

v = speed (m/s)
t = driver perception-reaction time (seconds)
d = deceleration (m/s²)
a = longitudinal gradient (%)
(+ for upgrades and - for downgrades)

v=	14.89	m/s			
t=	1.5	seconds			
d=	0.45	9.81	4.4145	m/s	
a=	0.0				
SSD=	22.33	+	25.10		
SSD=	47.4m				

Refer to MfS/DMRB for Reaction Time
(Deceleration Rate x 9.81m/s. Refer to MfS/DMRB)

Metric to Imperial Converter

MPH to KPH	33.3	MPH	=	53.6	KPH
KPH to MPH	60.0	KPH	=	37.3	MPH

Guidance Documents

DMRB CD109

Table 2.10 Design speed related parameters

Design speed kph	120	100	85	70	60	50	V2/R
Stopping sight distance (metres)							
Desirable minimum	295	215	160	120	90	70	-
One step below desirable minimum	215	160	120	90	70	50	-
Horizontal curvature (metres)							
Minimum R* with adverse camber and without transitions	2880	2040	1440	1020	720	520	5
Minimum R* with superelevation of 2.5%	2040	1440	1020	720	510	360	7.07
Minimum R* with superelevation of 3.5%	1440	1020	720	510	360	255	10
Desirable minimum R (superelevation 5%)	1020	720	510	360	255	180	14.14
One step below desirable Minimum R (superelevation 7%)	720	510	360	255	180	127	20
Two steps below desirable minimum radius (superelevation 7%)	510	360	255	180	127	90	28.28
Vertical curvature							
Desirable minimum* crest K value	182	100	55	30	17	10	-
One step below desirable min crest K value	100	55	30	17	10	6.5	-
Desirable minimum sag K value	37	26	20	20	13	9	-
Overtaking sight distances							
Full overtaking sight distance FOSD (metres)	-	580	490	410	345	290	-
FOSD overtaking crest K value	-	400	285	200	142	100	-

* Not recommended for use in the design of single carriageways (see Section 9)
The V²/R values shown above simply represent a convenient means of identifying the relative levels of design parameters, irrespective of design speed.

Manual for Streets 2

Design Speed	Vehicle Type	Reaction Time	Deceleration Rate	Comments
60kph and below	Light vehicles	1.5s	0.45g	
	HGVs	1.5s	0.375g	See 10.1.9
	Buses	1.5s	0.375g	See 10.1.10
Above 60kph	All vehicles	2s	0.375g (Absolute Min SSD)	As TD 9/93
	All vehicles	2s	0.25g (Desirable Min SSD)	As TD 9/93

Table 10.1: Summary of Recommended SSD Criteria



ATC Installation location shown in Photograph above. View looking east



View looking west



Status

FOR PLANNING

This drawing is produced for the purposes of supporting a planning application and should not be relied upon for tender, pricing, or construction purposes.

0m15m

Scale 1:500

NOTE

Plan based on topographical survey supplied by PKA architects on 20/08/26

KEY

Site boundary

Extent of public highway boundary obtained from Wiltshire Council

ATC location

Visibility splays

- 2.4m x 47.6m to the left and
- 2.0m x 47.4m to the right

commensurate with Manual for Streets for observed 85th percentile speeds of:

- 33.4mph eastbound and
- 33.3mph westbound.

Rev	Date	Description	Drawn	Check
#	29/09/26	First Issue	TLH	JA

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Client

PKA Architects

Project

New PKA Office at Potterne Wick

Drawing Title

Site Access Visibility Splays

Sheet 1 of 1

Drawing No.	Rev
P1064/01	#
E-Mail: thillier@pfaconsulting.co.uk	A3