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Our Ref: 274/2021/01R-CAG - Please quote in all correspondence.

15 October 2021

Dear Roger,

**Re: Flowton Road, Somersham - 85th Percentile Speeds and Requisite Visibility Splays**

Further to our appointment, I can advise you that the 7-day Automated Traffic Counts at the site have been completed.

During the period 08/10/21 and 14/10/21 the current hourly 85<sup>th</sup> Percentile speed was found to be **28.9 mph** west bound and **29.8 mph** east bound. I enclose with this document a summary of the ATC results for this period, **Appendix A**.


In accordance with the basic formula for calculating the stopping sight distance (as detailed in Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS) for 85<sup>th</sup> Percentile speeds of **28.9 mph** and **29.8 mph**, visibility splays of **2.4 m x 41 m** are required to the east and **2.4 m x 42 m** are required to the west direction, using MfS standards.

Regarding 'x' distance, MfS paragraph 7.7.7 states 'A minimum figure of 2 m may be considered in some very lightly-trafficked and slow-speed situations, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm.'

This is evidenced to be a very lightly-trafficked (less than 15 vehicles in peak hour) and slow speed location, thus reduced visibility splays of **2 x 41m** and **2 x 42m** respectively are required for a new access onto public highway.

I trust this letter addresses your brief, and I have no objection to you using this document as part of any submission in relation to the above site. However, if you have any queries or wish to discuss further, please do not hesitate to contact me.

Yours sincerely



Carol Grimsey CEng CIHT  
For and on behalf of G H Bullard & Associates LLP  
Enc.

Appendix A: ATC summary

**Summary 1 of 3**

**Site Name** 1667  
**Description** Flowton Road, Somersham, approx 92m NE Somersham Footpath 028 [60mph]  
**Filter Start** 2021-10-08T00:00:00  
**Filter End** 2021-10-15T00:00:00

**Weekday Traffic**

Capital Road Safety Westbound + Average													
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean
0000	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
0200	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
0400	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
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	7	0	0	2	5	0	0	0	0	0	0	0	24.8
0800	5	0	0	2	3	0	0	0	0	0	0	0	23.0
0900	4	0	0	1	3	0	0	0	0	0	0	0	24.0
1000	3	1	0	1	2	0	0	0	1	0	0	0	23.8
1100	4	1	4	1	2	1	0	0	0	0	0	0	20.4
1200	4	0	1	2	2	2	0	0	1	0	0	0	23.3
1300	3	0	0	1	2	1	0	0	0	0	0	0	24.2
1400	4	1	0	1	3	2	0	0	0	0	0	0	22.3
1500	6	0	0	3	5	0	0	0	0	0	0	0	21.9
1600	2	1	0	1	2	1	0	0	0	0	0	0	18.8
1700	5	1	0	3	2	1	0	0	1	0	0	0	24.0
1800	3	0	0	1	3	0	0	0	0	0	0	0	19.6
1900	2	0	0	1	2	0	0	0	0	0	0	0	26.3
2000	1	0	0	0	1	0	0	0	0	0	0	0	22.2
2100	1	1	0	1	1	0	0	0	0	0	0	0	24.7
2200	2	0	0	2	1	0	0	0	0	0	0	0	30.1
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>50</b>	<b>5</b>	<b>5</b>	<b>18</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22.5</b>
<b>06-22</b>	<b>54</b>	<b>6</b>	<b>5</b>	<b>21</b>	<b>38</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22.9</b>
<b>06-00</b>	<b>56</b>	<b>6</b>	<b>5</b>	<b>22</b>	<b>39</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.3</b>
<b>00-00</b>	<b>56</b>	<b>6</b>	<b>5</b>	<b>22</b>	<b>39</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.3</b>
<b>AV5 AM</b>	<b>5</b>												
<b>AV5 PM</b>	<b>5</b>												
<b>AV5 24h</b>	<b>56</b>												
<b>AADT</b>	<b>55</b>					<b>%CV</b>	<b>19.9%</b>						
													<b>VP85<sub>24-7</sub> 28.9 mph</b>

## Summary 2 of 3

**Site Name** 1667  
**Description** Flowton Road, Somersham, approx 92m NE Somersham Footpath 028 [60mph]  
**Filter Start** 2021-10-08T00:00:00  
**Filter End** 2021-10-15T00:00:00

### Weekday Traffic

#### Capital Traffic Eastbound + Average

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean
0000	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
0200	1	0	0	0	1	0	0	0	0	0	0	0	38.9
0300	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
0500	1	0	0	1	1	0	0	0	0	0	0	0	31.1
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	2	0	0	0	2	1	0	0	0	0	0	0	23.1
<b>0800</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.9</b>
0900	5	1	0	3	3	1	2	0	0	0	0	0	20.4
1000	4	0	0	2	3	0	0	0	0	0	0	0	24.2
1100	4	0	0	2	3	0	0	0	0	0	0	0	22.1
1200	3	0	1	1	1	1	0	0	1	0	0	0	17.7
1300	6	1	0	2	4	1	0	0	1	0	0	0	26.6
1400	4	0	0	1	2	2	0	0	0	0	0	0	23.7
1500	8	0	0	2	6	1	0	0	0	0	0	0	24.9
1600	7	0	0	3	4	0	1	0	0	0	0	0	23.0
<b>1700</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28.0</b>
1800	4	0	0	2	2	0	0	0	0	0	0	0	20.8
1900	1	0	0	1	1	0	0	0	0	0	0	0	24.1
2000	1	0	0	0	1	1	0	0	0	0	0	0	26.3
2100	1	1	0	1	0	0	0	0	0	0	0	0	17.8
2200	1	0	0	0	1	0	0	0	0	0	0	0	17.7
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>57</b>	<b>3</b>	<b>1</b>	<b>22</b>	<b>34</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.2</b>
<b>06-22</b>	<b>60</b>	<b>4</b>	<b>1</b>	<b>24</b>	<b>36</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23.1</b>
<b>06-00</b>	<b>61</b>	<b>4</b>	<b>1</b>	<b>24</b>	<b>37</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22.8</b>
<b>00-00</b>	<b>63</b>	<b>4</b>	<b>1</b>	<b>25</b>	<b>39</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24.1</b>
AV5 AM	6												
AV5 PM	4												
AV5 24h	63												
AADT	60					%CV	24.5%						
													VP85 <sub>24-7</sub> 29.8 mph

## Summary 3 of 3

**Site Name** 1667  
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**Filter Start** 2021-10-08T00:00:00  
**Filter End** 2021-10-15T00:00:00

### Weekday Traffic

Combined													
Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean
0000	0												#####
0100	0												#####
0200	1					1							38.9
0300	0												#####
0400	0												#####
0500	1				1	1							31.1
0600	0												#####
0700	9				2	7	1						23.9
<b>0800</b>	<b>11</b>				<b>4</b>	<b>7</b>	<b>1</b>						<b>23.5</b>
0900	9	1			4	6	1	2					22.2
1000	7	1			3	5				1			24.0
1100	8	1	4		3	5	1						21.2
1200	7		2		3	3	3			2			20.5
1300	9	1			3	5	3			1			25.4
1400	8	1			2	5	3						23.0
1500	14				5	11	1						23.4
1600	9	1			4	6	1	1					20.9
<b>1700</b>	<b>9</b>	<b>2</b>			<b>5</b>	<b>4</b>	<b>2</b>			<b>1</b>			<b>26.0</b>
1800	7				3	5							20.2
1900	3				2	3							25.2
2000	2					2	1						24.2
2100	2	2			2	1							21.2
2200	3				2	2							23.9
2300													#####
<b>07-19</b>	<b>107</b>	<b>8</b>	<b>6</b>	<b>40</b>	<b>68</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22.8</b>
<b>06-22</b>	<b>114</b>	<b>10</b>	<b>6</b>	<b>45</b>	<b>74</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>#####</b>
<b>06-00</b>	<b>117</b>	<b>10</b>	<b>6</b>	<b>46</b>	<b>76</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>#####</b>
<b>00-00</b>	<b>119</b>	<b>10</b>	<b>6</b>	<b>47</b>	<b>78</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>#####</b>

AV5 AM 11  
 AV5 PM 9  
 AV5 24h 119  
 AADT 115                      %CV 22.3%