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Suffolk  
IP12 1BW

Our Ref: 211/2022/01-CAG - Please quote in all correspondence.

08 August 2022

Dear Ashley,

**Re: Otley Road, Framsdan- 85th Percentile Speeds and Requisite Visibility Splays.**

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

During the period 30/07/22 and 05/08/22 the current hourly 85<sup>th</sup> Percentile speed was found to be **36.1 mph** west bound and **37.2 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), Manual for Streets (MfS) and also applying Suffolk County Council's (SCC) latest guidance (**Appendix B**), allows use of MfS standards when measured 85<sup>th</sup> percentile speeds are less than 37mph. For 85<sup>th</sup> Percentile speeds of **36.1 mph** and **37.2 mph**, visibility splays of **2.4 m x 56 m** are required to the east and **2.4 m x 59 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 10 vehicles in peak hour) and slow speed location, thus reduced visibility splays of **2 x 56 m** and **2 x 59 m** respectively, may be acceptable here 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

Capital Road Safety Westbound + Average													
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Mean
[--		1	2	3	4	5	6	7	8	9	10	11	
0000	2	0	0	0	1	0	0	0	0	0	2	0	36.8
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	37.2
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	1	1	0	0	0	0	0	0	0	33.5
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	0	1	2	0	0	0	0	0	0	0	38.4
0700	3	1	0	1	2	1	0	0	0	0	0	0	28.4
<b>0800</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</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>29.5</b>
0900	4	0	1	1	2	0	0	0	1	0	0	0	22.3
1000	3	1	1	2	2	0	0	0	0	0	0	0	27.5
1100	4	2	1	1	1	1	1	0	0	0	1	0	21.2
1200	4	1	0	1	2	1	0	0	0	0	0	0	27.5
1300	5	1	1	2	3	2	0	0	1	0	1	0	26.5
1400	4	1	1	2	2	1	0	0	0	0	0	0	27.4
1500	4	1	0	3	2	1	0	0	0	0	1	0	27.4
1600	4	1	1	2	3	0	0	0	0	0	0	0	29.3
<b>1700</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>27.1</b>
1800	3	1	1	1	2	0	0	0	0	0	1	0	24.5
1900	3	0	1	1	1	0	0	0	1	0	1	0	20.4
2000	3	0	0	2	1	0	0	0	0	0	1	0	31.3
2100	1	0	0	1	0	0	0	0	0	0	0	0	26.4
2200	2	0	0	2	1	0	0	0	0	0	1	0	33.9
2300	1	0	0	1	0	0	0	0	0	0	0	0	26.6
<b>07-19</b>	<b>46</b>	<b>11</b>	<b>8</b>	<b>17</b>	<b>27</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>26.6</b>
<b>06-22</b>	<b>56</b>	<b>11</b>	<b>9</b>	<b>22</b>	<b>31</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>27.2</b>
<b>06-00</b>	<b>58</b>	<b>11</b>	<b>9</b>	<b>24</b>	<b>32</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>27.5</b>
<b>00-00</b>	<b>62</b>	<b>11</b>	<b>9</b>	<b>25</b>	<b>35</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>28.7</b>
AV5 AM	3												
AV5 PM	5												
AV5 24h	62												
AADT	51					%CV	35.1%						
											VP85 <sub>24-7</sub>		36.1 mph

## Summary 2 of 3

**Site Name** 1842  
**Description** Otley Road, Framsdan approx 200m W of Hope Lodge Rd [60MPH]  
**Filter Start** 2022-07-30T00:00:00  
**Filter End** 2022-08-06T00:00:00

### 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	1	0	0	0	1	0	0	0	0	0	0	0	34.9
0100	1	0	0	0	1	0	0	0	0	0	0	0	37.9
0200	1	0	0	0	1	0	0	0	0	0	0	0	37.2
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	0	0	1	0	0	0	0	0	0	0	35.1
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	0	1	2	0	0	0	0	0	0	0	33.4
0700	2	0	0	1	2	1	1	0	0	0	0	0	26.8
<b>0800</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33.7</b>
0900	4	1	0	2	3	1	0	0	1	0	0	0	25.6
1000	4	1	1	1	2	2	0	1	0	0	0	0	24.6
1100	5	1	1	1	3	1	0	0	0	0	0	0	24.5
1200	4	0	0	1	3	1	0	0	0	0	0	0	29.9
1300	5	0	1	1	3	1	0	0	0	0	0	0	25.8
1400	4	0	0	1	3	0	0	1	0	0	1	0	30.6
1500	4	0	1	2	3	0	0	0	1	0	0	0	28.4
1600	6	0	1	2	2	0	0	0	0	0	1	0	31.0
<b>1700</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.7</b>
1800	3	1	0	2	2	0	0	0	0	0	2	0	30.4
1900	2	0	2	1	1	0	0	0	1	0	1	0	31.3
2000	3	0	0	2	1	0	0	0	0	0	1	0	30.6
2100	2	0	0	2	1	0	0	0	0	0	1	0	35.1
2200	1	0	0	1	1	0	0	0	0	0	0	0	32.9
2300	4	0	0	3	0	0	0	0	0	0	1	0	35.7
<b>07-19</b>	<b>44</b>	<b>4</b>	<b>7</b>	<b>16</b>	<b>29</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>28.6</b>
<b>06-22</b>	<b>53</b>	<b>4</b>	<b>8</b>	<b>22</b>	<b>34</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>29.6</b>
<b>06-00</b>	<b>58</b>	<b>4</b>	<b>8</b>	<b>26</b>	<b>35</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>30.1</b>
<b>00-00</b>	<b>62</b>	<b>4</b>	<b>8</b>	<b>26</b>	<b>39</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>31.2</b>
AV5 AM	2												
AV5 PM	4												
AV5 24h	62												
AADT	49					%CV	37.5%						
													VP85 <sub>24-7</sub> 37.2 mph

**Summary 3 of 3**

**Site Name** 1842  
**Description** Otley Road, Framsdan approx 200m W of Hope Lodge Rd [60MPH]  
**Filter Start** 2022-07-30T00:00:00  
**Filter End** 2022-08-06T00:00:00

**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	3					2						2	35.8
0100	1					1							37.9
0200	2					2							37.2
0300	0												#####
0400	2				1	2							34.3
0500	0												#####
0600	5				2	4							35.9
0700	5	1			2	3	2	1					27.6
<b>0800</b>	<b>4</b>		<b>1</b>			<b>3</b>	<b>1</b>						<b>31.6</b>
0900	7	1	1		3	5	1			2			24.0
1000	8	2	2	3	4	2			1				26.1
1100	8	3	2	2	4	2	1					1	22.9
1200	8	1			3	5	2						28.7
1300	10	1	2	3	6	3				1		1	26.2
1400	8	1	1	3	5	1			1			1	29.0
1500	7	1	1	4	5	1				1		1	27.9
1600	10	1	2	4	5							1	30.1
<b>1700</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>1</b>						<b>2</b>	<b>29.4</b>
1800	6	2	1	3	4							3	27.5
1900	5		3	2	2					2		2	25.9
2000	6			3	2							2	30.9
2100	3			3	1							1	30.8
2200	3			3	2							1	33.4
2300	5			4								1	31.2
<b>07-19</b>	<b>90</b>	<b>15</b>	<b>15</b>	<b>33</b>	<b>56</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>27.6</b>
<b>06-22</b>	<b>109</b>	<b>15</b>	<b>17</b>	<b>43</b>	<b>66</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>28.4</b>
<b>06-00</b>	<b>117</b>	<b>15</b>	<b>17</b>	<b>50</b>	<b>68</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>28.8</b>
<b>00-00</b>	<b>124</b>	<b>15</b>	<b>17</b>	<b>51</b>	<b>75</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>#####</b>
AV5 AM	4												
AV5 PM	9												
AV5 24h	124												
AADT	100					<b>%CV</b>	<b>36.3%</b>						

**Appendix B: SCC 'Suffolk Design Streets Guide' 2020 edition extract**

kph	Measured 85%ile speed (mph) <sup>1</sup>	Nominal Speed limit (mph)	Private Accesses	Junctions		
				U class roads	C class roads and heavily trafficked U class roads <sup>3</sup>	A and B Roads
				Place function dominates <sup>2</sup>		
				Movement function dominates <sup>2</sup>		
				X=2.4m <sup>4</sup>		X=4.5m <sup>4</sup>
Stopping sight distance (m) = Y <sup>5</sup>						
32	20	20	25	33	43	43
40	25	30	33	33	43	43
48	30		43	43	43	70
60	37		59	59	70	90
70	43	40	90	120		
85	53	50	120	160		
100	62	60	160	215		
120	75	70	215	295		

Table 1: Stopping sight distances and recommended visibility for various 85th percentile speeds