

**Aldi Store, Hostmoor Avenue, March****CCC Ref: FDC 1991****TRANSPORTATION COMMENTS****PREPARED BY: Transport Assessment Team****AUTHOR: Hannah Seymour-Shove****CHECKED BY: David Allatt****DATE: 8<sup>th</sup> December 2020****Background**

These comments concern the TN05 - Existing Traffic Data Assessment dated 20<sup>th</sup> November 2020 produced by Connect Consultants Ltd. The proposals comprise the development of a new Aldi discount foodstore with GIA of 1881sqm on Hostmoor Avenue in March.

*This pre-app is provided during the pandemic lockdown, based on the best data available. If the application is submitted in future when there is an opportunity to survey, CCC may require further validation.*

**Existing Traffic Data Assessment**

After review of the June 2018 TA submitted to the Highway Authority, the survey data undertaken in March 2018 was considered acceptable for use within the assessment however, the May 2015 survey data was not accepted as it was considered too old. The assessment study area was agreed.

Given the current Covid-19 pandemic prevents new traffic surveys from being carried out as existing traffic flows are not characteristic of 'normal' levels, Technical Note 05 reviewed was submitted by Connect to demonstrate the validity of the May 2015 survey data used within the assessment by comparing the trend in traffic growth in the March area using data obtained as part of CCC's annual traffic monitoring process of the local area against the traffic growth trend for the local area between 2011 and 2019 derived from the TEMPRO database.

The Highway Authority are happy with the methodology used to demonstrate the validity of the May 2015 traffic count data used within the assessment as outlined in TN05. This demonstrated the 2015 observed average traffic flows are comparable to the corresponding TEMPRO growth trend for 2015 for the local area of March. The Highway Authority will therefore accept use of the baseline traffic count data undertaken in May 2015 within the Transport Assessment which will form part of the planning application for a new Aldi store when submitted.

**Summary**

The Highway Authority are satisfied that the baseline traffic surveys undertaken in May 2015 are valid and can therefore be used within the Transport Assessment which will form part of the planning application when submitted.

The Highway Authority notes that there are still outstanding issues that Connect may wish to address in advance of any planning application submission. These outstanding issues have been highlighted in our previous comments.

## Samuel Jackson

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**From:** Seymour-Shove Hannah <Hannah.Seymour-Shove@cambridgeshire.gov.uk>  
**Sent:** 13 January 2021 12:56  
**To:** Nick Bradshaw  
**Cc:** Samuel Jackson; Allatt David; Connolly Andrew  
**Subject:** RE: Aldi, Hostmoor Avenue

Good afternoon Nick,

I can confirm we are satisfied with the scenarios proposed in your email below. Comparing these in a single technical note as you suggest will be helpful.

Many thanks

**Hannah Seymour-Shove**  
**Transport Officer**  
**Transport Assessment Team**  
Growth & Economy  
Cambridgeshire County Council  
Box No SH1315, Shire Hall, Cambridge, CB3 0AP

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[Click here for the CCC Transport Assessment Requirements, 2019](#)

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**From:** Nick Bradshaw [mailto:NBradshaw@connect-consultants.com]  
**Sent:** 09 January 2021 17:24  
**To:** Seymour-Shove Hannah <Hannah.Seymour-Shove@cambridgeshire.gov.uk>  
**Cc:** Samuel Jackson <SJackson@connect-consultants.com>; Allatt David <David.Allatt@cambridgeshire.gov.uk>; Connolly Andrew <Andrew.Connolly@cambridgeshire.gov.uk>  
**Subject:** RE: Aldi, Hostmoor Avenue

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Hannah, thank you.

Our TA models the Aldi with the 60m roundabout and larger retail development. Looking at your scenarios, I suggest:

Future year plus Aldi/McDonalds but no retail park

- 1 - The existing baseline junction layout; we have done this except we have not provided tests which include recent calibrations.
- 1a - The proposed signal scheme we have provided this in our technical note TN04 dated 12 Nov 2020, which you are reviewing.

Future year plus Aldi/McDonalds and retail park

- 2 - The consented small roundabout layout; We will provide this.
- 3 - The proposed large roundabout layout. This is provided in our TA but needs further refinement (direct traffic flow inputs).

Would you like to see one technical note now which compares the results of all 4?

Kind regards, Nick

**Nick Bradshaw MCIHT CMILT**  
**Director**

Connect Consultants Ltd, in response to the Covid-19 advice are currently working remotely.  
I am currently working from home, I am receiving emails and telephone calls.

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**From:** Seymour-Shove Hannah <[Hannah.Seymour-Shove@cambridgeshire.gov.uk](mailto:Hannah.Seymour-Shove@cambridgeshire.gov.uk)>

**Sent:** 08 January 2021 13:27

**To:** Nick Bradshaw <[NBradshaw@connect-consultants.com](mailto:NBradshaw@connect-consultants.com)>

**Cc:** Samuel Jackson <[SJackson@connect-consultants.com](mailto:SJackson@connect-consultants.com)>; Allatt David <[David.Allatt@cambridgeshire.gov.uk](mailto:David.Allatt@cambridgeshire.gov.uk)>;

Connolly Andrew <[Andrew.Connolly@cambridgeshire.gov.uk](mailto:Andrew.Connolly@cambridgeshire.gov.uk)>

**Subject:** Aldi, Hostmoor Avenue

Dear Nick,

Following internal discussions regarding the Aldi site in March. We are aware that the Hostmoor Avenue/A141 junction will be upgraded to a 45m diameter four-arm roundabout as part of the initial Westry Retail Park planning consent, and there are proposals to upgrade the existing junction to a larger 60m diameter four arm roundabout as part of the ongoing larger Westry Retail Park application. As such, we request the proposed Aldi store's impact on the Hostmoor Avenue/A141 junction is modelled for:

- 1 - The existing baseline junction layout;
- 2 - The consented small roundabout layout; and
- 3 - The proposed large roundabout layout.

These should be modelled on a cumulative basis in consideration of the adjacent McDonalds site. This work has also been requested for the adjacent McDonalds application.

This would allow us to understand and account for the various future scenarios that could materialise, and we would then be mindful of the most flexible mitigation approach to avoid duplication.

Feel free to get in touch if you have any queries.

Kind regards

**Hannah Seymour-Shove**

**Aldi Store, Hostmoor Avenue, March****CCC Ref: FDC 1991****TRANSPORTATION COMMENTS****PREPARED BY: Transport Assessment Team****AUTHOR: Hannah Seymour-Shove****CHECKED BY: David Allatt****DATE: 11<sup>th</sup> February 2021****Background**

These comments concern the TN04 - Traffic Signal Junction Capacity Assessment dated 12<sup>th</sup> November 2020 produced by Connect Consultants Ltd. The proposals comprise the development of a new Aldi discount foodstore with GIA of 1881sqm on Hostmoor Avenue in March.

*This pre-app advice provided is based on the best data available being used within this assessment at the time of submission. If a planning application for this development is submitted in the future when new data is available or there is an opportunity to survey, the Highway Authority's advice within this document may change.*

**Technical Note Review**

Technical Note 4 assesses the capacity of the A141/Hostmoor Avenue junction as a signal junction for the '2021 Base + McDonald's + Aldi' scenario as an alternative to the existing priority junction layout. The capacity assessment results for the existing priority junction layout outlined in Technical Note 1 show the junction to operate over capacity for the '2021 Base + McDonald's + Aldi' scenario with maximum RFC values of 1.14 RFC on the Hostmoor Avenue arm in the Weekday PM peak, and 1.26 RFC on the Hostmoor Avenue arm in the Saturday Peak. It is noted the model for the existing priority junction layout uses old calibrations.

It is noted the planning application for the proposed McDonald's site (ref: F/YR19/1093/F) is yet to be determined by Fenland District Council. The Highway Authority are satisfied with the McDonald's trips used within this assessment. The McDonald's trips have been determined following a traffic assessment for the McDonald's site undertaken by Connect as a traffic assessment for this committed development had not been agreed at the time of writing of Technical Note 1. It should be noted however, that should the McDonald's site be consented and thus traffic assessment for the proposed McDonald's development be agreed prior to any planning application submission for this Aldi development, then the agreed traffic assessment for the McDonald's site should be used in replacement of the McDonald's trips currently used within this assessment for consistency.

The below comments are made by our Signals Team regarding the proposed signal scheme:

**GENERAL COMMENTS**

- *The McDonalds access as indicated on the flow diagram is very close to the A141. These stores have been shown to cause great disruption to the network due to queuing back, this has been especially an issue during the recent Covid times. The right turn from Hostmoor Avenue into the McDonalds could experience queueing on Hostmoor Avenue going back onto the A141.*

- The flow diagrams only show a left turn from Hostmoor Avenue and not a right turn. This looks to only indicate what the flows would be with the new signals, so have the existing right turn flows been transferred to the left? The developer should provide a comparison of the existing turning movements at this junction in the peak periods with the anticipated future turning movements at this junction to determine the number of existing right turn movements from Hostmoor Avenue which will be re-routed to turn left to then U-turn at roundabout as part of this signal scheme. I am aware of some drivers currently turning left out of Hostmoor Avenue to U-turn at the roundabout as this is safer and easier in peak times than turning right out of the junction.
- General proposal layout - Somebody leaving Hostmoor and wanting to head north up the A141 are going to be forced out left. The suggestion is that they will then use the roundabout to U-turn. If this is the chosen option, to prevent drivers from coming out left and then performing a dangerous manoeuvre to turn immediately right after the island and approach the northbound lane to the signals to avoid U-turning at the roundabout, then an island would be required connecting all the way to the roundabout, with a barrier to stop people driving over the central kerb. A Safety Audit is likely required at the planning application stage to assess the safety of this junction design.
- The forced left turn also complicates any future expansion into the land opposite which would require a fourth arm. If a fourth arm was added to the junction in the future, the junction would likely be heavily over capacity. It would be better to access development on the land opposite from another location.
- At a basic level it looks like the right turn has been taken away from Hostmoor Avenue because if left in the design then the signals would need another stage, leading to the junction being over capacity.
- Evidence would be required to determine whether the additional Hostmoor Traffic U-turning at the roundabout below would cause capacity issues at such roundabout.

#### LINSIG DATA

- The LinSig model submitted is not acceptable. It is not presented as a realistic working junction.
- The inter-greens in the LinSig matrix do not match reality, all vehicles ones are 5, all pedestrians 9.
- Of note is that the northbound approach to the signals will always be green as there are no conflicts, OK we have this on the A10.
- There is a problem with the staging. Pedestrian phases D and E are shown as not running in any stage. There would need to be an agreement on how often they need to run per hour in the model but not running at all is incorrect.
- The model has information about the right turn being gap accepting in one place and fully signalled in another, gap accepting is not acceptable.
- In para 2.2 there is a comment that 100% "represents a situation where a link is operating at its theoretical capacity". Whilst this is correct, at 100% in a model, there will be times when the network in practice would be overloaded. For this reason, we require a max 90% of capacity, to give 10% reserve capacity to cope with the high/lows of any peak period.
- The model appears to only model 2021 base, with development, plus McDonalds. Why is there no model indicating growth to a future year? By not including background growth to a future year scenario, the junction capacity looks better than what will actually occur in the future.

- *The lane width information inputted into the lane saturation flows looks wrong. On the southbound arm they have declared a 5m lane. It might be 5m at the stop line but as you get back up the link it narrows, in practice greatly reducing the saturation flow of the important link. Comparing this with other links I'd suggest the sat flow would go down from the 2082 to about 1990 vehicles per hour.*

Whilst the capacity assessment of the proposed signal junction scheme indicates the A141/Hostmoor Avenue junction will operate within capacity in the '2021 Base + McDonald's + Aldi' scenario as a signal junction, the comments outlined above made by our Signal's Team provide concerns regarding the proposed signal scheme layout, traffic routing and modelling which need addressing before we can be in a position to consider the signal scheme as a potential mitigation option. Given the above, we therefore cannot accept the proposed signal scheme layout and modelling as submitted. Further evidence will be required at the planning application stage to support the signal scheme should it be considered as a mitigation option.

### **Summary**

Whilst Technical Note 4 indicates the signal scheme for the A141/Hostmoor Avenue junction will operate in capacity for the '2021 Base + McDonald's + Aldi' scenario, the Highway Authority have some concerns regarding the proposed signal scheme layout, traffic routing and modelling which need addressing before we are able to put ourselves in a position to consider the signal scheme as a potential mitigation option. Further evidence will be required at the planning application stage to support the signal scheme should it be considered as a mitigation option.

An assessment of the A141/Hostmoor Avenue junction needs to be undertaken for the existing junction layout using accepted calibrations for comparison, in addition to an assessment of the A141/Hostmoor Avenue junction considering the Westry Retail Park development and associated roundabout layouts for the junction which considers the Aldi and McDonald's sites. These have been requested through previous discussions and the Highway Authority notes that Connect will issue a Technical Note which will compare the results of the following four scenarios:

#### Future Year plus Aldi & McDonalds but no Retail Park

1. The existing baseline junction layout (using recent calibrations)
- 1a. The proposed signal scheme

#### Future Year plus Aldi, McDonalds and Retail Park

3. The consented small roundabout layout
4. The proposed large roundabout layout (using direct traffic flow inputs)

Connect may wish to await Highway Authority comments following the submission of such Technical Note in advance of any planning application submission.



**Aldi Store, Hostmoor Avenue, March****CCC Ref: FDC 1991****TRANSPORTATION COMMENTS****PREPARED BY: Transport Assessment Team****AUTHOR: Hannah Seymour-Shove****CHECKED BY: David Allatt****DATE: 9<sup>th</sup> April 2021****Background**

These comments concern TN06 - Response to Pre-Application Comments and TN07 - Junction Capacity Assessment both dated 23<sup>rd</sup> February 2021 and produced by Connect Consultants Ltd. With regards to TN06, CCC's comments concern the revised LinSig model information submitted in Connect's email dated 22<sup>nd</sup> March 2021 following meetings held between CCC and Connect to discuss TN06. The proposals comprise the development of a new Aldi discount foodstore with GIA of 1881sqm on Hostmoor Avenue in March.

*This pre-app advice provided is based on the best data available being used within this assessment at the time of submission. If a planning application for this development is submitted in the future when new data is available or there is an opportunity to survey, the Highway Authority's advice within this document may change.*

**Technical Note 06 Review**Introduction

Technical Note 06 provides a capacity assessment of the A141/Hostmoor Avenue junction as a signal junction for the '2021 Base + McDonalds + Aldi' and '2026 Base + McDonalds + Aldi' assessment scenarios. Meetings dated 5<sup>th</sup> and 22<sup>nd</sup> March 2021 have taken place between Connect and CCC to discuss the LinSig model and conclusions submitted within Technical Note 06. The latest set of comments made by CCC regarding the LinSig model submitted are set out in red below. These have been provided in response to Connect's email dated 22<sup>nd</sup> March 2021.

CCC Response (red) to Connect Comments (black)

- The pedestrian street phase minimum has been reduced to 4s, in accordance with the minimum nearside green man time in Table 2 of TAL 5-05. **It was said that the current times may be able to be reduced and 4s is the minimum. For the northern crossing, depending if the footway is extended out, we may allow 4s, but it may be 5s. For this assessment though this is acceptable.**
- The give way storage in front of the A141 northbound right-turn lane has been removed, as although the A141 northbound right-turn and the A141 southbound phases are not running simultaneously and so no give way is occurring, it has been agreed that the give way storage should be removed in case it impacts on the operation of the model. **OK.**
- The cycle time for the PM periods has been altered to 97s to optimise the PRC of the most critical approaches. **Long cycle times are not ideal but in this case it is acceptable.**
- Tests with Stage 2 removed have not been included because its removal results in no change to the capacity results. **OK.**
- I have also added 3s to the pedestrian inter-green times as a "comfort factor", in accordance with TAL 5-05. **OK.**

The provided results sheet shows that the junction is still above the normally required 90% degree of saturation, being 96.3%. These levels are not ideal however, the signal junction with development traffic is anticipated to operate better than the existing junction layout with development traffic as detailed later within this document following a review of TN07.

Item	Item Desc	Line Type	Level Sat	MMQ pcu	Div s/pcu	...
- Network	-	-	96.3%	-	-	N
- A141/Hostmoor	-	-	96.3%	-	-	N
1/1	Hostmoor Avenue Left	U	94.4%	22.9	64.7	N
3/1	A141 Northbound Ahead	U	51.5%	0.5	1.9	N
3/2	A141 Northbound Right	U	71.8%	9.9	45.5	N
5/2+5/1	A141 Southbound Ahead Left	U	96.3 : 96.3%	35.4	51.0	N

The model results table indicates that in the PM peak on Hostmoor Avenue, the number of PCUs in the queue (with each taking up a 6m space on the road) will on average extend past the development site back to the exit of the roundabout, see diagram below. This will be a little worse in the peak of the peak. Currently the queue is not back this far so the locking up of the Tesco roundabout is a new issue. Connect would need to put in some targeted 'KEEP CLEAR's on the roundabout to help flow exit away from it.



Looking at the timings in the model the side road will clear out quickly in one lump then rebuild the queue when the main road at the junction runs again.

With a standing queue on Hostmoor Avenue up to the lights, it is going to be difficult for a vehicle leaving the Aldi site to turn right into the standing queue, leading to vehicles coming out anyway and blocking the eastbound road towards the Tesco roundabout. Consideration should be made to making the development access left out only, safely u-turning at the roundabout. The right turn into the site would need to be retained. The same could be said for the McDonalds access but you couldn't force people coming out to only go left. 'KEEP CLEAR' markings may be required at the McDonalds access to keep the right turn in and right turn out clear of queuing vehicles to the lights.

On the main road (A141) the modelled average maximum queue (mean max queue) extends to the distance marked below. There is nothing more that can easily be done to increase capacity of the junction however, Connect should look at further KEEP CLEAR markings to improve access to main access points on this leg.





### TN06 Summary

The A141/Hostmoor Avenue signal junction scheme is still anticipated to operate above the normally required 90% degree of saturation, being 96.3%. There are queues and these are forming simply between the Hostmoor Avenue left turn out and the A141 southbound ahead lanes, all other lanes are fine. Some further mitigation in the form of KEEP CLEAR markings would be required to address anticipated queues on Hostmoor Avenue and the A141 southbound from blocking junctions.

Additionally, comments made by our Cycle Team concerning the layout of the proposed signal scheme are as follows: *“At the moment I’m not sure that Wisbech Rd is a shared use path (can’t see any signs) but it seems that people use it as such so the demand is there. My suggestion would be that the footway should be widened at the crossing points so that people can get past others waiting to cross. Ideally this would be a one-stage crossing with a refuge in the middle (so that informal crossings could still be undertaken) but it may be that the width needed for larger vehicles to turn in and out means that the crossing would be too wide for this. Good to see that guard railing is not proposed”.*

At the meeting dated 22<sup>nd</sup> March 2021, the option of a simple dedicated left slip out of Hostmoor Avenue onto lane 1 of the A141 was discussed. CCC await to see the outcome of the initial works undertaken by Connect to determine whether such scheme is feasible.

## **Technical Note 07 Review**

### Introduction

Technical Note 07 details the results of junction capacity assessments for the A141/Hostmoor Avenue junction undertaken for the assessment scenarios agreed with CCC.

### CCC Response to TN07

CCC have had a look at the modelling submitted within TN07 and have the following observations:

- CCC are reasonably happy with the geometries used in the Base models of the A141 Hostmoor Avenue junctions. However, we would question the validity of the ‘Calibrated’ model that used 2020 surveys to calibrate what appears to be a 2021 base model. We are not sure how that can be achieved as the survey data and any queue comparisons used for calibration has not been submitted. CCC would therefore discount this model at present.
- The ‘Uncalibrated’ has been compared to modelling submitted in respect of the McDonalds application and shows slightly higher RFC’s. This may be due to deficiencies that have been identified in the McDonalds modelling and the fact that the flows chosen for the modelling are

different between the two proposals. However, at present CCC would be mindful to accept this model as a base.

- In terms of junction performance of the existing layout, Hostmoor Avenue is seen to be over-capacity in the PM peak base year with significant queues back from the junction particularly on Saturdays. The impact of the McDonalds and Aldi traffic naturally increases the queues significantly with queues being over twice that of the base on both weekday and Saturday PM peaks. This is a significant impact and could lead to the 'Locking up' of the Tesco roundabout and cause vehicles travelling to Tesco to queue back towards the A141 which would not be desirable.
- Looking at the future scenarios of the existing layout, it is noted that there are increased queues on the A141 Northbound turning right into the site. The '2026 Base + McDonalds + Aldi' scenario shows that the queue will exceed the capacity of the Right Turn facility in the Saturday peak which will impact on Northbound A141 flows.

#### TN07 Summary

It is noted both the 45m diameter and 60m diameter roundabout layouts will operate within capacity in all peak periods during the '2026 Base + Westry Retail Park + McDonalds + Aldi' scenario. The 60m diameter roundabout will operate with more spare capacity compared to the 45m diameter roundabout.

The existing A141/Hostmoor Avenue junction layout will operate over capacity in the '2026 Base + McDonalds + Aldi' scenario with worst-case maximum RFC values of 1.41 RFC on the Hostmoor Avenue arm in the PM peak, 1.48 RFC on the Hostmoor Avenue Arm in the Saturday peak, and 1.05 RFC on the A141(S) arm in the Saturday peak as anticipated using the uncalibrated model. Together, the Aldi and McDonalds developments will increase RFC values by 0.12 RFC on the Hostmoor Avenue arm in the PM peak, 0.17 RFC on the Hostmoor Avenue Arm in the Saturday peak, and 0.13 RFC on the A141(S) arm in the Saturday peak. The existing junction layout is anticipated to operate within capacity during all scenarios in the AM peak. It is evident that the junction will operate well over capacity even without the Aldi development, and together both the Aldi and McDonalds developments will worsen an already over capacity junction in the '2026 Base + McDonalds + Aldi' scenario.

As previously noted within this document, the A141/Hostmoor Avenue signal junction scheme is anticipated to operate above the normally required 90% degree of saturation, being 96.3%. That said, the A141/Hostmoor Avenue junction as a signal junction is anticipated to operate with more available capacity in the '2026 Base + McDonalds + Aldi' than if it remained as its existing layout.

#### Conclusion

Given the above, CCC would take the view that the Aldi and McDonalds proposals together would trigger the need for intervention at the A141/Hostmoor Avenue junction, whether this be in the form of the proposed signals (with the recommended 'KEEP CLEAR' markings) as an interim scheme or the roundabout to be delivered as part of the Westry development, depending on delivery timescales of the Aldi store and Westry roundabout.

## Samuel Jackson

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**From:** Hannah Seymour-Shove <Hannah.Seymour-Shove@cambridgeshire.gov.uk>  
**Sent:** 19 April 2021 11:46  
**To:** Nick Bradshaw; Samuel Jackson  
**Cc:** David Allatt; Richard Ling  
**Subject:** RE: A141/Hostmoor Ave signal scheme

Hi Nick

Apologies for the delayed response.

The McDonald's site has not yet carried out its impact assessment. If the infrastructure is deemed needed to accommodate either development we would condition the signal scheme individually for both the Aldi and McDonald's developments, and whichever development is delivered first will deliver the scheme. Of course the developers may enter an agreement amongst themselves to share the costs, but in planning terms the first developer must bear the full delivery obligation.

Kind regards

**Hannah Seymour-Shove**  
**Transport Officer**  
**Transport Assessment Team**  
Growth & Economy  
Cambridgeshire County Council  
Box No SH1315, Shire Hall, Cambridge, CB3 0AP

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[Click here for the CCC Transport Assessment Requirements, 2019](#)

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**From:** Nick Bradshaw <NBradshaw@connect-consultants.com>  
**Sent:** 09 April 2021 16:22  
**To:** Hannah Seymour-Shove <Hannah.Seymour-Shove@cambridgeshire.gov.uk>; Samuel Jackson <SJackson@connect-consultants.com>  
**Cc:** David Allatt <David.Allatt@cambridgeshire.gov.uk>; Richard Ling <Richard.Ling@cambridgeshire.gov.uk>  
**Subject:** RE: A141/Hostmoor Ave signal scheme

Hannah, thank you for your email.

I note that "In summary, we consider that the Aldi and McDonalds proposals together would trigger the need for intervention at the A141/Hostmoor Avenue junction".

Please can I drill down into the statement as it implies that one of the developments could go ahead without the improvement but the second one would trigger it, but I would have thought that, if it's your opinion that its required for both, then it's probably required for either of the developments in isolation. Please advise. This being the case, would you suggest a cost sharing arrangement between the developers? Perhaps you could let me know.

Kind regards, Nick

**Nick Bradshaw MCIHT CMILT**  
**Director**

Connect Consultants Ltd, in response to the Covid-19 advice are currently working remotely.

I am currently working from home, I am receiving emails and telephone calls.

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**From:** Hannah Seymour-Shove <[Hannah.Seymour-Shove@cambridgeshire.gov.uk](mailto:Hannah.Seymour-Shove@cambridgeshire.gov.uk)>  
**Sent:** 09 April 2021 12:12  
**To:** Nick Bradshaw <[NBradshaw@connect-consultants.com](mailto:NBradshaw@connect-consultants.com)>; Samuel Jackson <[SJackson@connect-consultants.com](mailto:SJackson@connect-consultants.com)>  
**Cc:** David Allatt <[David.Allatt@cambridgeshire.gov.uk](mailto:David.Allatt@cambridgeshire.gov.uk)>; Richard Ling <[Richard.Ling@cambridgeshire.gov.uk](mailto:Richard.Ling@cambridgeshire.gov.uk)>  
**Subject:** RE: A141/Hostmoor Ave signal scheme

Dear Nick,

Please see the attached document which provides our latest set of comments regarding the LinSig model submitted for the proposed signal scheme and our comments regarding the modelling of the different scenarios within TN07. This includes comments made by our Cycle Team regarding the signal scheme layout.

In summary, we consider that the Aldi and McDonalds proposals together would trigger the need for intervention at the A141/Hostmoor Avenue junction, whether this be in the form of the proposed signals (with the recommended 'KEEP CLEAR' markings) as an interim scheme or the roundabout to be delivered as part of the Westry development, depending on delivery timescales of the Aldi store and Westry roundabout.

Kind regards

**Hannah Seymour-Shove**  
**Transport Officer**  
**Transport Assessment Team**  
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Cambridgeshire County Council  
Box No SH1315, Shire Hall, Cambridge, CB3 0AP

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[Click here for the CCC Transport Assessment Requirements, 2019](#)

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**From:** Nick Bradshaw <[NBradshaw@connect-consultants.com](mailto:NBradshaw@connect-consultants.com)>  
**Sent:** 31 March 2021 14:41  
**To:** Samuel Jackson <[SJackson@connect-consultants.com](mailto:SJackson@connect-consultants.com)>; Hannah Seymour-Shove <[Hannah.Seymour-Shove@cambridgeshire.gov.uk](mailto:Hannah.Seymour-Shove@cambridgeshire.gov.uk)>

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**Subject:** RE: A141/Hostmoor Ave signal scheme

Hannah, David and Richard, please can you let me know if you have reviewed the Linsig model and also whether you have heard back from your cycle safety team, as we have reached the point where we need to finalise our report ready for our planning submission.

Kind regards, Nick

**Nick Bradshaw MCIHT CMILT**  
**Director**

Connect Consultants Ltd, in response to the Covid-19 advice are currently working remotely.  
I am currently working from home, I am receiving emails and telephone calls.

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**From:** Samuel Jackson <[SJackson@connect-consultants.com](mailto:SJackson@connect-consultants.com)>

**Sent:** 22 March 2021 16:22

**To:** Hannah Seymour-Shove <[Hannah.Seymour-Shove@cambridgeshire.gov.uk](mailto:Hannah.Seymour-Shove@cambridgeshire.gov.uk)>; David Allatt <[David.Allatt@cambridgeshire.gov.uk](mailto:David.Allatt@cambridgeshire.gov.uk)>; [richard.ling@cambridgeshire.gov.uk](mailto:richard.ling@cambridgeshire.gov.uk)

**Cc:** Nick Bradshaw <[NBradshaw@connect-consultants.com](mailto:NBradshaw@connect-consultants.com)>

**Subject:** RE: A141/Hostmoor Ave signal scheme

Hi all,

Further to our meeting this morning, which was very informative, I have made revisions to the Linsig model based on the following changes. The revised Linsig model is attached.

- The pedestrian street phase minimum has been reduced to 4s, in accordance with the minimum nearside green man time in Table 2 of TAL 5-05.
- The give way storage in front of the A141 northbound right-turn lane has been removed, as although the A141 northbound right-turn and the A141 southbound phases are not running simultaneously and so no give way is occurring, it has been agreed that the give way storage should be removed in case it impacts on the operation of the model.
- The cycle time for the PM periods has been altered to 97s to optimise the PRC of the most critical approaches.
- Tests with Stage 2 removed have not been included because its removal results in no change to the capacity results.



- I have also added 3s to the pedestrian intergreen times as a “comfort factor”, in accordance with TAL 5-05.

The changes above result in minor improvements to the most critical 2026 PM scenario, as shown below:

Item	Item Desc	Line Type	Ueq Sat	MMU p/cu	Div s/p/cu	
- Network	-	-	96.3%	-	-	M
- A141/Hostmoor	-	-	96.3%	-	-	M
1/1	Hostmoor Avenue Left	U	94.4%	22.9	64.7	M
3/1	A141 Northbound Ahead	U	51.5%	0.5	1.9	M
3/2	A141 Northbound Right	U	71.8%	9.9	45.5	M
5/2+5/1	A141 Southbound Ahead Left	U	96.3 : 96.3%	35.4	51.0	M

Please let me know if you feel there could be further adjustments to the model.

Kind regards

**Samuel Jackson BSc (Hons) GRADCIHT**  
Transport Analyst

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I am currently working from home, I am receiving emails and telephone calls. I will respond to your email as soon as I am able.

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**From:** Hannah Seymour-Shove <[Hannah.Seymour-Shove@cambridgeshire.gov.uk](mailto:Hannah.Seymour-Shove@cambridgeshire.gov.uk)>

**Sent:** 11 March 2021 10:27

**To:** Nick Bradshaw <[NBradshaw@connect-consultants.com](mailto:NBradshaw@connect-consultants.com)>; Samuel Jackson <[SJackson@connect-consultants.com](mailto:SJackson@connect-consultants.com)>

**Cc:** David Allatt <[David.Allatt@cambridgeshire.gov.uk](mailto:David.Allatt@cambridgeshire.gov.uk)>

**Subject:** A141/Hostmoor Ave signal scheme

Hi Nick,

We have received further comment from our Signals Team regarding signalling the A141/Hostmoor Avenue junction. As discussed within last week's meeting, I will arrange a meeting with ourselves and our Signals Team to discuss the way forward regarding this.

Looking at internal calendars, the earliest we can arrange a meeting is Monday 22<sup>nd</sup> March at 11am, feel free to suggest other times if this does not work for you. I will send a Microsoft Teams invite shortly.



Kind regards

**Hannah Seymour-Shove**

**Transport Officer**

**Transport Assessment Team**

Growth & Economy

Cambridgeshire County Council

Box No SH1315, Shire Hall, Cambridge, CB3 0AP

[Click here for details of CCC Pre-Application Charges](#)

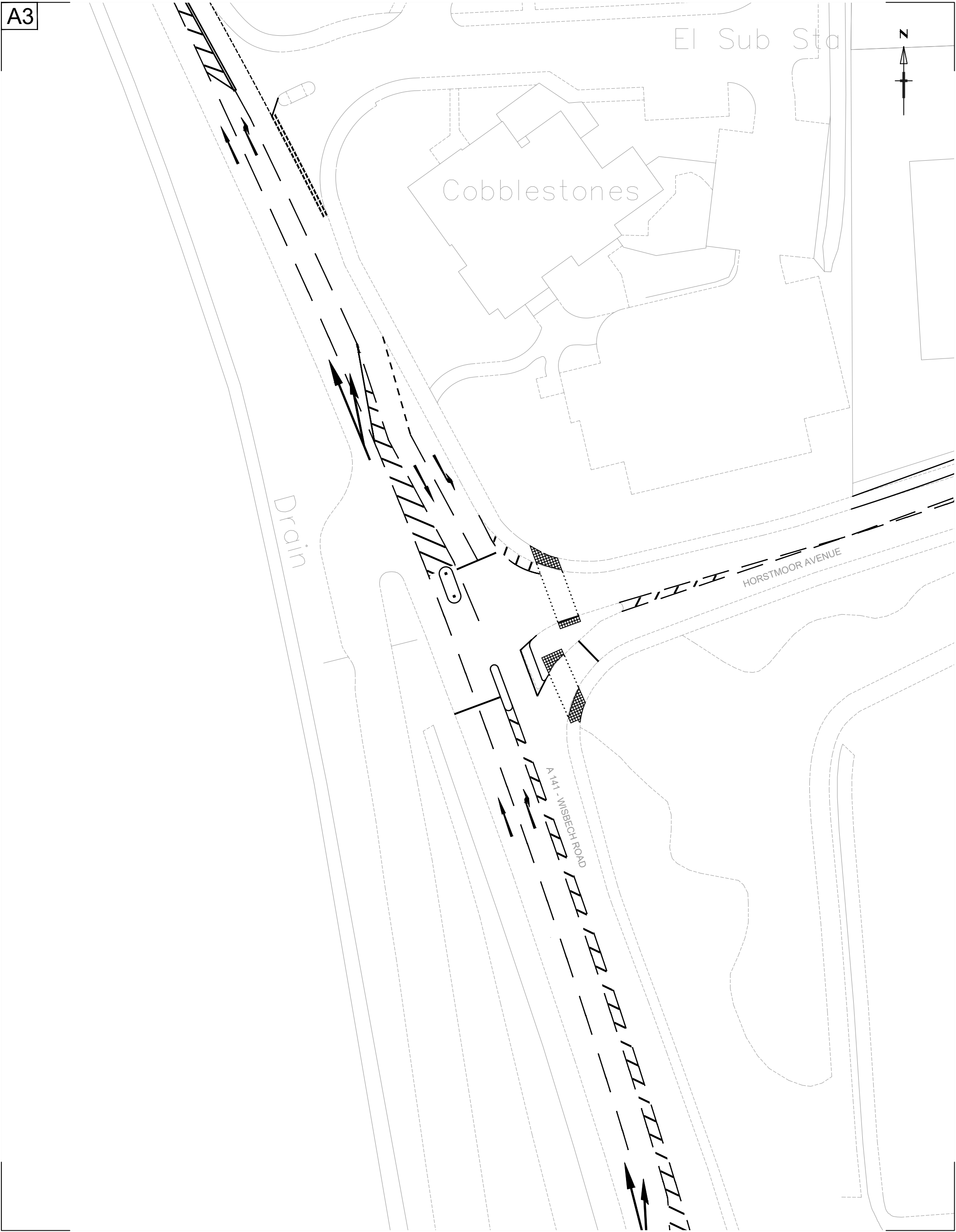
[Click here for the CCC Transport Assessment Requirements, 2019](#)

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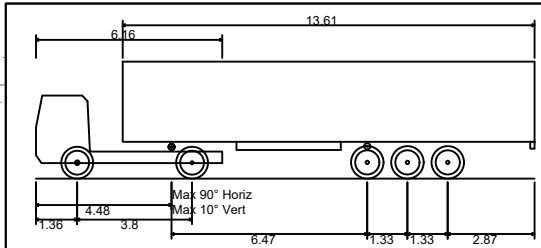
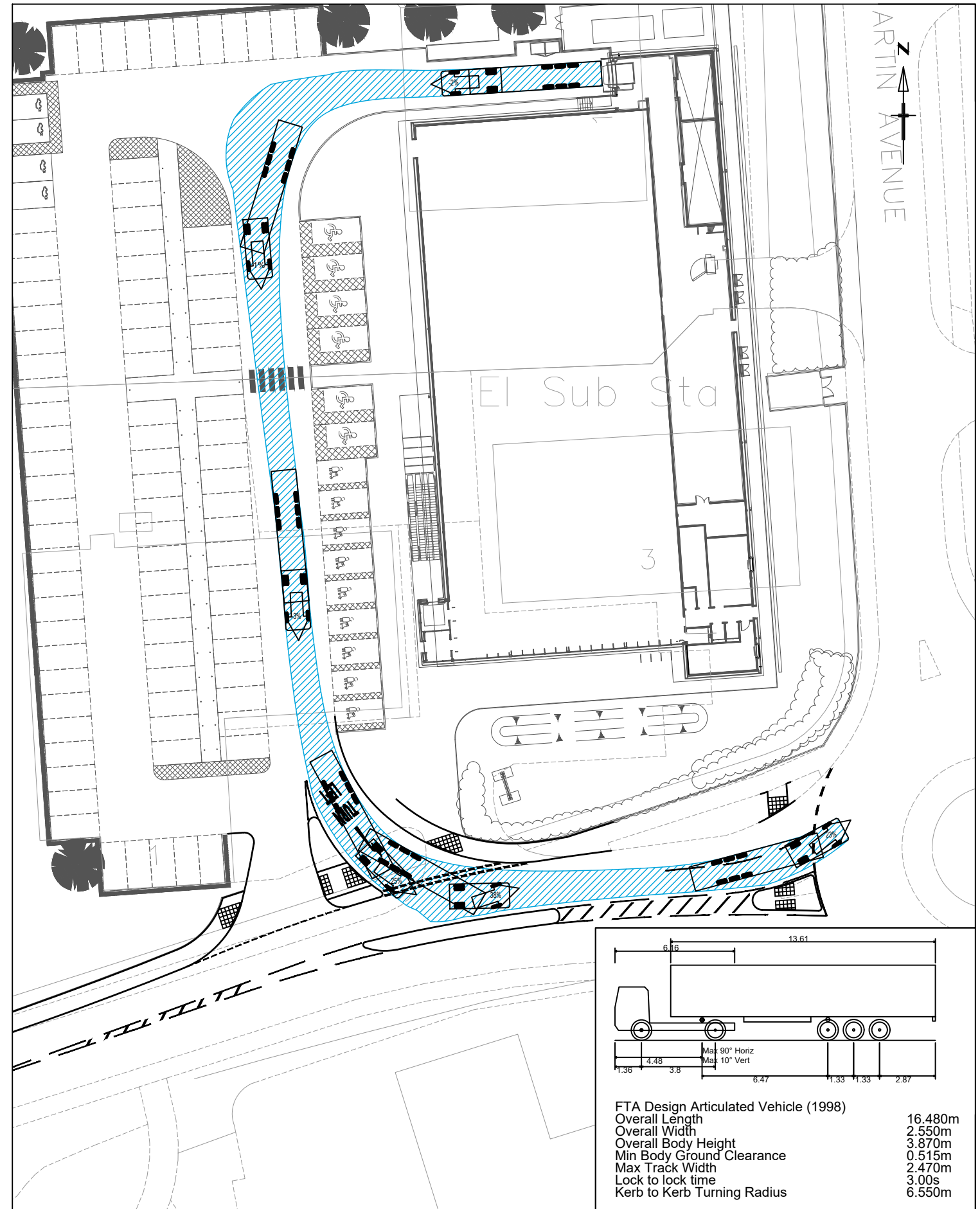
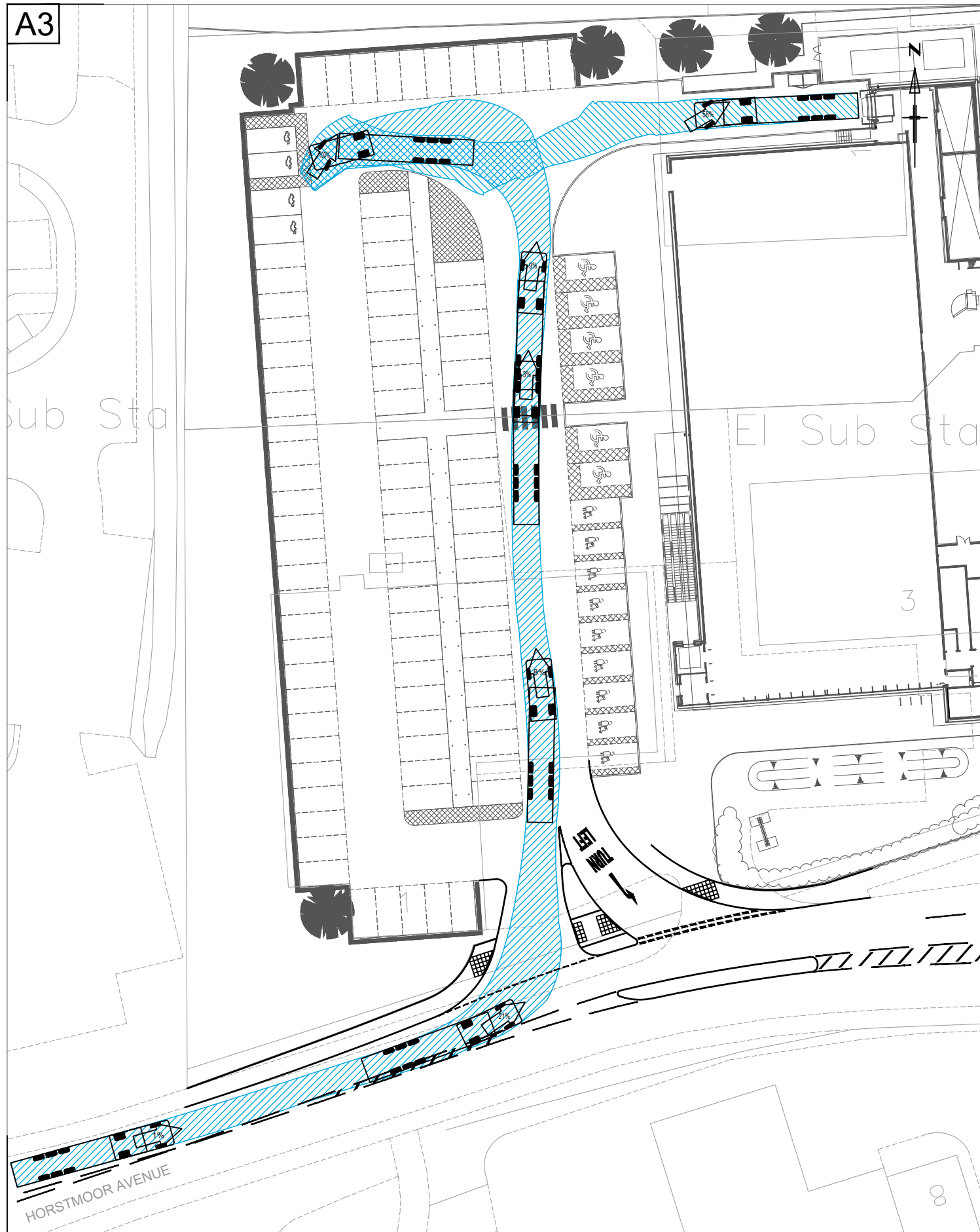
## **APPENDIX 5 – PROPOSED A141/HOSTMOOR AVENUE SIGNAL SCHEME LAYOUT**



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	project	PROPOSED DEVELOPMENT HORSTMOOR AVENUE		drawn by	T.A.S	checked by	C.B.W
	title	PROPOSED HIGHWAY IMPROVEMENTS		drawing number		19126 - 011	
				status		PLANNING	
						rev.	

## **APPENDIX 6 – SWEPT PATH ANALYSIS**



FTA Design Articulated Vehicle (1998)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

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client  
ALDI STORES LTD  
project  
PROPOSED DEVELOPMENT  
MARCH, HOSTMOOR AVENUE

title  
SWEEP PATH ANALYSIS  
FTA ARTICULATED DESIGN VEHICLE  
100% STEERING LOCK

date APRIL 2021	drawn by T.A.S	checked by S.J.J
scale 1:500	status INFORMATION	
drawing number 19126-TR001	rev. A	