

Proposed Discount Foodstore Extension
Aldi, Watling Street, Hinckley, Leicestershire

Transport Assessment

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1.0 INTRODUCTION

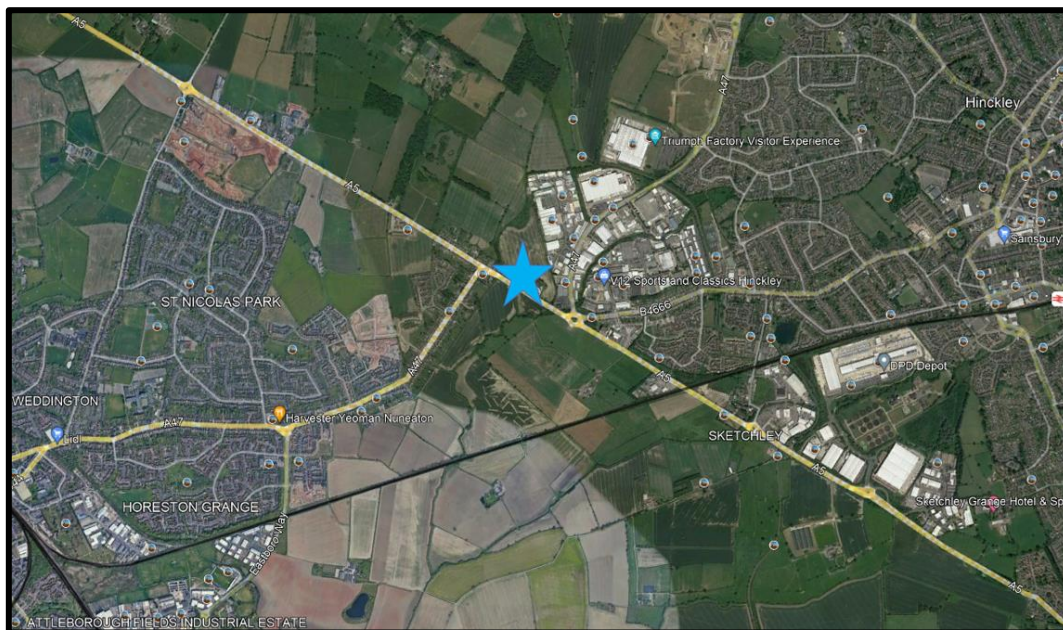
1.1 Appointment of Connect Consultants

- 1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Aldi Stores Limited in relation to their proposed extension of the existing Aldi discount foodstore on the A5 Watling Street, Hinckley, Leicestershire.

1.2 Site Location

- 1.2.1 The proposal site (Aldi, Hinckley) is located on the A5 Watling Street, on the western side of Hinckley. The site is currently occupied by an Aldi discount foodstore of 1,340 sq.m. Gross Internal Area (GIA) and 88 car parking spaces.
- 1.2.2 The proposal site is bound to the south by the A5 Watling Street, and to the east by a petrol station and residential dwellings. Otherwise, the site is surrounded by undeveloped land.
- 1.2.3 The location of the proposal site, in the context of the urban area, is presented at Figure 1.1 below.

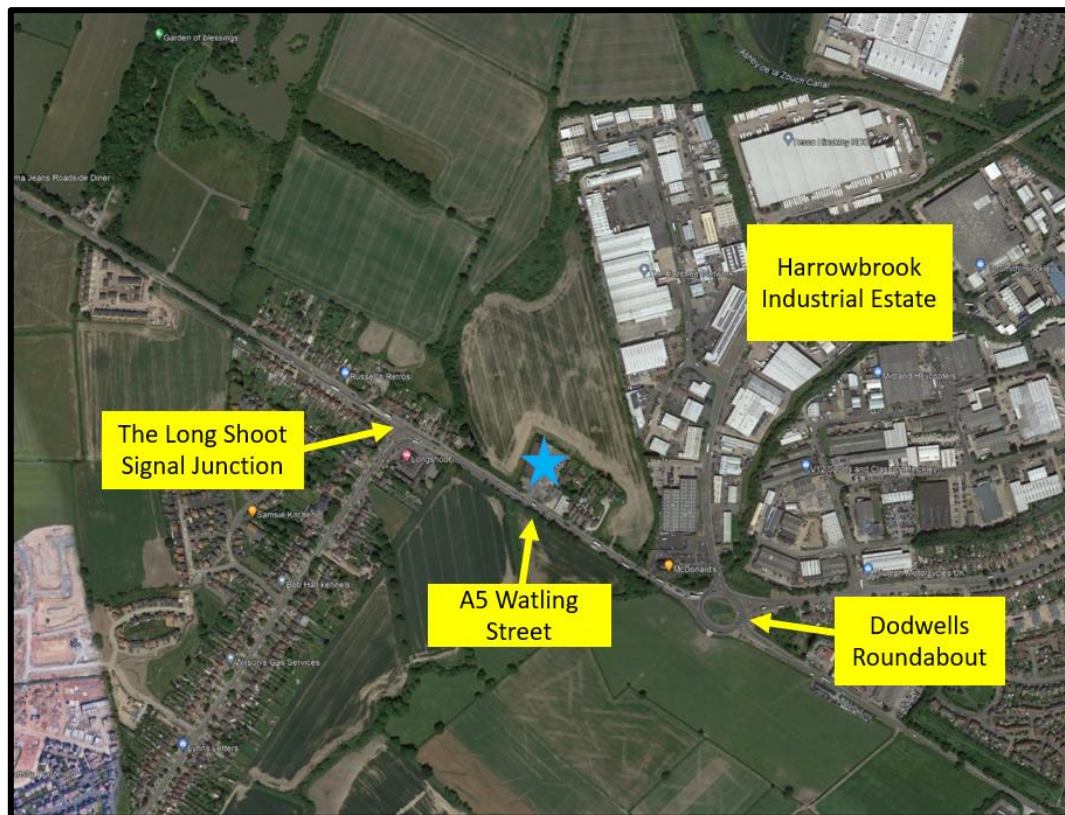
Figure 1.1 – Site Location Plan



Source: Google Earth

- 1.2.4 The site is located on the western edge of the town of Hinckley, along the A5 Watling Street, and northeast of Nuneaton.
- 1.2.5 The Longshoot Pub & Carvery and a number of residences are located to the west of the site, while the Harrowbrook Industrial Estate is located to the east of the site.
- 1.2.6 Figure 1.2 below identifies the context of the site in relation to the local area.

Figure 1.2 – Site in its Local Context



Source: Google Earth

1.3 Planning History

- 1.3.1 A planning application was submitted to Hinckley and Bosworth Borough Council on 22nd May 2019 (local authority reference: 19/00572/FUL) for the *'demolition of existing A1 retail store and erection of new food retail store (use class A1) with associated car parking, servicing and landscaping'* at the proposal site.
- 1.3.2 The erection of a larger Aldi store would have seen an increase in GIA of 522sq.m. and an increase of 38 parking spaces.
- 1.3.3 Permission for planning application 19/00572/FUL was granted, however, no redevelopment took place and the planning permission has lapsed.

1.4 Development Proposals

- 1.4.1 The current development proposals are shown on the plan provided at Appendix 1. The proposals include extending the existing Aldi foodstore and to provide a larger car park with site composition including the following:-
 - An Aldi store with Gross Internal Area of 1,842 sq.m. (an increase of 502 sq.m. compared to existing and a reduction of 20sq.m. compared to the 2019 application).
 - Reconfiguring and extending the car park to create a car park with 132 spaces (an increase of 44 compared to existing), of which six will be reserved for disabled users (an increase of two compared to existing) and six for parents with young children (a decrease of two compared to existing).

1.4.2 The site access arrangements are also shown on the site layout plan at Appendix 1. A brief description of the site access arrangements is set out below:-

- The existing site access will remain in its current position and is the sole access to the store.
- Customers and service vehicles will access the site via the existing access.
- There will be direct footway connections between the entrance to the store and the A5 Watling Street, as existing.

1.5 National Planning Policy Framework

1.5.1 This report section provides a brief overview of the national planning policy context and objectives.

National Planning Policy Framework (NPPF), July 2021

1.5.2 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 20th July 2021. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.

1.5.3 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.

1.5.4 At its heart, the NPPF maintains its presumption in favour of sustainable development.

1.5.5 Chapter 9 *Promoting sustainable transport* sets out at paragraph 108 that,

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network,..."

1.5.6 Paragraph 110 addresses how development proposals are to be considered. It sets out that,

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

1.5.7 Paragraph 111 states,

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Strategic Road Network and the Delivery of Sustainable Development

- 1.5.1 This document, updated 23rd December 2022, is the policy of the Secretary of State in relation to the Strategic Road Network (SRN). It sets out the way in which National Highways will engage with the development industry, public bodies and communities to assist the delivery of sustainable development.
- 1.5.2 It notes at paragraph 12 that new development should be facilitating a reduction in the need to travel by private car and should be focused on locations that are or can be made sustainable.
- 1.5.3 It encourages developers to promote non-car travel and to enable a reduction in travel by private car as a priority over capacity enhancements and new connections to the SRN.
- 1.5.4 Paragraph 49 sets out the expectations for a development's Transport Assessment:
- "A transport assessment for consideration by the company must also consider existing and forecast levels of traffic on the SRN, alongside any additional trips from committed developments that would impact on the same sections (link or junction) as the proposed development. Assumptions underpinning projected levels of traffic should be clearly stated to avoid the default factoring up of baseline traffic. The scenario(s) to be assessed, which depending on the development and local circumstances may include sensitivity testing, should be agreed with the company; where a scenario with particularly high or low growth is proposed, this should be supported by appropriate evidence. Planned improvements to the SRN or local road network should also be considered in any assessment where there is a high degree of certainty that this will be delivered."*
- 1.5.5 Paragraph 50 specifies the requirements of assessment scenarios:
- "An opening year assessment to include trips generated by the proposed development, forecasted growth and committed development shall be carried out to establish the residual transport impacts of a proposed development. For multi-phase developments, additional assessments shall be provided based on the opening of each phase."*
- 1.5.6 Paragraph 51 sets out the expectations in terms of delivery of identified transport improvements:
- "There a transport assessment indicates that a development would have an unacceptable safety impact or the residual cumulative impacts on the SRN would be severe, the developer must identify when, in relation to the occupation of the development, transport improvements become necessary."*
- 1.5.7 Paragraph 48 of the Circular 01/2022 provides details of a 'vision' relating to a development: -

"Where a transport assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites."

- 1.5.8 With reference to the above, the purpose of the proposed store extension is to amend the store to a regular store size and shape in line with modern Aldi standards, alongside improving the car park. Typically, Aldi store extensions are designed to create a better shopping environment, with improvements such as wider facing of existing products to improve efficiency and reduce the frequency of re-stocking, widening aisles, more circulation space at the tills etc. As such, the extensions are more related to customer retention rather than the attraction of a new customer base.
- 1.5.9 In this case, Aldi already has stores at Weddington Road, Nuneaton (GFA c1,550 sq.m.) and Holliers Walk, Hinckley (GFA c1725 sq.m.), both of which are larger, more modern Aldi stores, which are just over 3km from the Watling Street store. Improving the Watling Street store will ensure that it remains attractive for the people who live closest to this store, and also for passing motorists.
- 1.5.10 Improving the Watling Street store is therefore likely to encourage local residents to continue to walk/cycle to this store as opposed to driving to the other Hinckley or Nuneaton store, and also to minimise car mileage by encouraging passby trips.

1.6 Local Policy

Hinckley and Bosworth Borough Council Local Development Framework Core Strategy (2006-2026)

- 1.6.1 The Hinckley and Bosworth Borough Council Core Strategy (HBBC Core Strategy) sets out spatial strategies for the borough up to 2026 and was adopted by HBBC in December 2009.
- 1.6.2 The overarching vision for Hinckley and Bosworth in 2026 is as follows: -

"In 2026 Hinckley & Bosworth will be a thriving, successful borough exemplifying green sustainable development across the East Midlands. More residents will be choosing to work locally as higher paid jobs are provided through the successful diversification of the economy. There will be a lively and diverse rural economy, underpinning thriving village communities and village based services. In particular, the key rural centres of Barlestone, Desford, Groby, Market Bosworth, Markfield, Newbold Verdon, Ratby, Stoke Golding, Bagworth and Thornton will provide the necessary day-to-day services to ensure rural communities have the choice to shop, work and play close to where they live."

- 1.6.3 A transport-related vision is set out at section 3.34 of the HBBC Core Strategy: -

"Hinckley town centre will be a vibrant and successful sub regional centre with a high quality mix of retail, culture, housing, employment and leisure, with the local urban centres of Earl Shilton, Barwell and Burbage providing local services for their populations. An enhanced public realm for all of these centres will mean people want to spend time in them. Excellent public transport connections and well-designed walking and cycling routes between Hinckley, Barwell, Earl Shilton and Burbage will mean that residents can travel to Hinckley for shopping, jobs, higher education, leisure and the night time economy by means other than the car."

- 1.6.4 Section 3 of the HBBC Core Strategy also identifies 13 spatial objectives that HBBC aims to achieve. Spatial objective 13 relates to transport, and is set out below: -

"Spatial Objective 13: Transportation and Need to Travel.

To reduce the high reliance on car travel in the borough and to increase the opportunities for other forms of transport by focusing on the majority of development in the Hinckley urban area where there is a range of transport options available and through securing improvement to public transport infrastructure and facilities that promote walking and cycling and through the use of travel plans."

East Midlands Regional Plan (2009)

- 1.6.5 The East Midlands Regional Plan (EMRP) was published in March 2009 and provides a broad development strategy for the East Midlands up until 2026 as well as providing a strategy within which local authorities' planning documents and Local Transport Plans can be prepared.
- 1.6.6 The East Midlands region covers Derbyshire, Leicestershire, Lincolnshire, Northamptonshire and Nottinghamshire, therefore, the EMRP is applicable to these counties.
- 1.6.7 Section 1.1.4 of the EMRP sets out the Regional Vision for the East Midlands, which is as follows: -

"The East Midlands will be recognised as a Region with a high quality of life and strong healthy sustainable communities that thrives because of its vibrant economy, rich cultural and environmental diversity and the way it creatively addresses social inequalities, manages its resources and contributes to a safer, more inclusive society. In the next two decades the development should be concentrated on the region's major urban areas, in ways that allow cities and towns to work together for mutual benefit while retaining their distinctive identity."

- 1.6.8 Section 1.3 of the EMRP establishes objectives for the East Midlands that will aid in delivering sustainable development. Objectives f and i relate to transport and are set out below: -

"f) To improve accessibility to jobs, homes and services through the:

- Promotion and integration of opportunities for walking and cycling;*
- Promotion of the use of high quality public transport; and*

- *Encouragement of patterns of new development that reduce the need to travel especially by car."*

"j) To reduce the causes of climate change by minimising emissions of CO₂ in order to meet the national target through:

- *Maximising 'resource efficiency' and the level of renewable energy generation;*
- *Making best use of existing infrastructure;*
- *Promoting sustainable design and construction; and*
- *Ensuring that new development, particularly major traffic generating uses, is located so as to reduce the need to travel, especially by car."*

Leicestershire Local Transport Plan 3 (2011 – 2026)

1.6.9 Leicestershire County Council (LCC) published their third Local Transport Plan (LTP) in 2014 which establishes a long-term strategy and vision for transport up to 2026.

1.6.10 The overarching long-term vision for transport in Leicestershire is for: -

"Leicestershire to be recognised as a place that has, with the help of its residents and business, a first class transport system that enables economic and social travel in ways that improve people's health, safety and property, as well as their environment and their quality of life."

1.6.11 LCC have identified six strategic transport goals which are set out at Table 1 of the LTP3 and summarised below: -

"Goal 1 – A transport system that supports a prosperous economy and provides successfully for population growth

Goal 2 – An efficient, resilient and sustainable transport system that is well managed and maintained

Goal 3 – A transport system that helps to reduce the carbon footprint of Leicestershire

Goal 4 – An accessible and integrated transport system that helps promote equality of opportunity for all our residents

Goal 5 – A transport system that improves the safety, health and security of our residents

Goal 6 – A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit."

1.7 Report Overview

1.7.1 The remainder of this report is divided into five further sections, which are as follows:-

Section 2.0 Site Transport Context

1.7.2 This section of the report provides details of the site context, including its accessibility by all relevant transport modes.

Section 3.0 Proposed Development

1.7.3 The various components of the development proposal, including the site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

1.7.4 This report section provides an assessment of the vehicular attraction of the proposed extension and its traffic effects.

Section 5.0 Junction Capacity and Collision Analysis

1.7.5 The results of the traffic assessment have been used to inform junction capacity and collision analysis, and the methodology and results are outlined in this section of the report.

Section 6.0 Summary & Conclusions

1.7.6 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

- 2.1.1 This section of the report considers the accessibility of the site in terms of a range of transport modes.

2.2 Pedestrian Access

- 2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

- 2.2.2 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

- 2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.
- 2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 2.2.5 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 2.2.6 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment. For retail trips, the likely maximum walk distance is 800m due to the fact that shoppers will be carrying bags on their return journey, while for work based trips to the foodstore, people are likely to be prepared to walk further.
- 2.2.7 Based on a maximum walk distance of 800m for shoppers and 2km for employees, the approximate walk catchments are shown at Figure 2.1 below.

Figure 2.1 – 800m and 2km Walk Catchment



Source: Google Earth

- 2.2.8 The walk catchments above indicate that there are a number of residences within the 800m customer walk catchment area as well as a substantial staff pool residing within the 2km walk catchment.
- 2.2.9 The A5 Watling Street is flanked by an existing footway along the northern side directly outside the store. The A5 becomes flanked by footways on both sides after the A5 Watling Street / A47 The Long Shoot signalised junction.
- 2.2.10 An uncontrolled pedestrian crossing with a refuge island, dropped kerbs and tactile paving is located on the A5 Watling Street in between the Aldi store and Dodwells roundabout, providing pedestrian access to the westbound bus stop.
- 2.2.11 Signalised pedestrian crossings are located on the A5 Watling Street / A47 The Long Shoot signalised junction, with the closest crossing to the store located approximately 255m northwest of the store access junction.
- 2.2.12 Signalised pedestrian crossings are also located on the A47 Dodwells Road arm of the 'Dodwells Roundabout', approximately 350m southeast of the store access junction.
- 2.2.13 In light of the presence of local pedestrian facilities, it is concluded that the site is connected to the local pedestrian network with opportunities for customers to make trips by foot. There are also opportunities for staff members to walk to work.

2.3 Cycling

- 2.3.1 The 2021 National Travel Survey table NTS0303 identifies average journey lengths by cycle in England of c.5.8km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are less than five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 6km.
- 2.3.2 For the purposes of this assessment, it has been assumed that cycling has the potential to replace short car trips, particularly for journeys of less than 6km in length. Small quantities of shopping can be carried on a cycle rack without impediment and cycling is therefore a viable mode of transport, particularly for staff and customers making 'top-up' shopping trips.
- 2.3.3 Based on a maximum cycle distance of 6km, the approximate cycle catchment is shown at Figure 2.2 below.

Figure 2.2 – Cycle Catchment Area

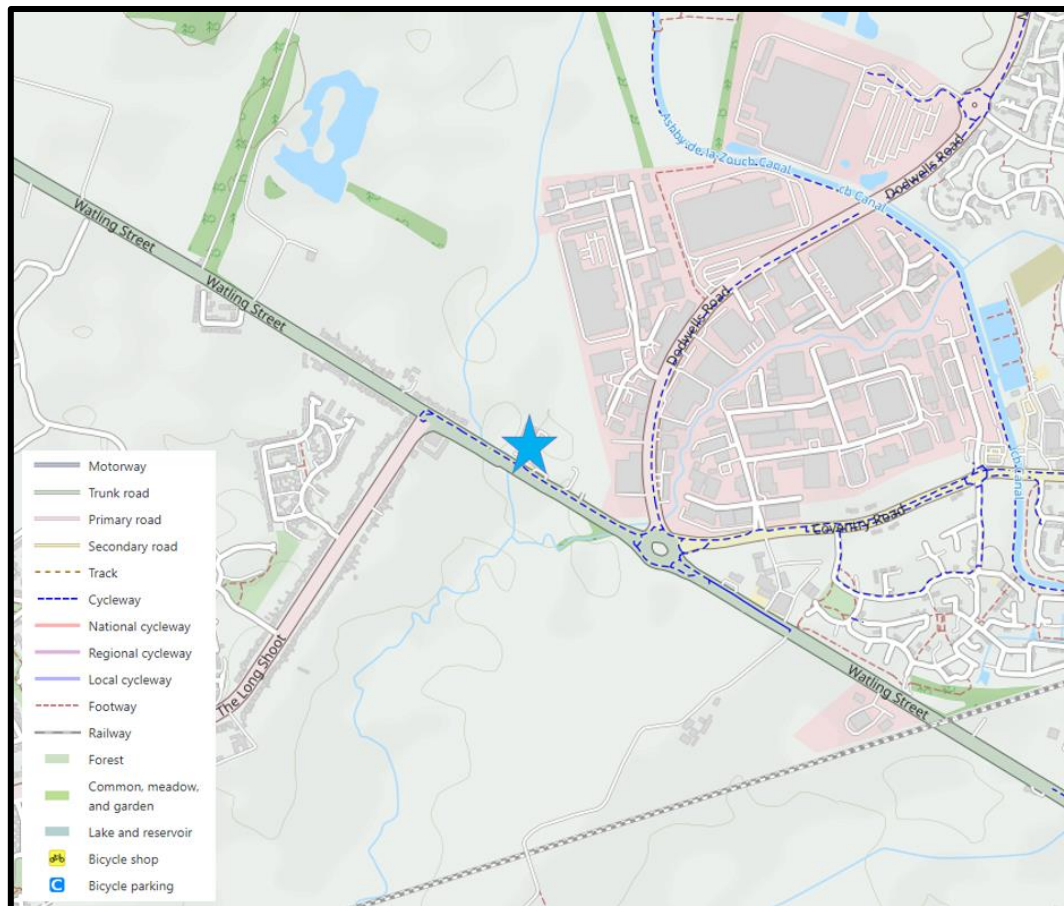


Source: Google Earth

- 2.3.4 The 6km cycle catchment includes a considerable proportion of both Hinckley to the east and Nuneaton to the west. This provides a significant local population within cycle distance of the site. In reality, the cycle catchment area will be curtailed by the presence of other Aldi stores, such as those at Weddington Road, Nuneaton, and Holliers Walk, Hinckley.

2.3.5 Figure 2.3 below, shows a cycle map for the areas surrounding the site taken from OpenStreetMap, showing local and national cycle ways in the area.

Figure 2.3 – Hinckley Cycle Map



Source: OpenStreetMap. N.B. The proposal site is indicated by a blue star.

2.3.6 Cycleways are available along the section of A5 between Dodwells Roundabout and the A5 Watling Street / A47 The Long Shoot signal junction, as well as on Dodwells Road through Harrowbrook Industrial Estate, Coventry Road and through residential areas, allowing for travel within the urban area of Hinckley.

2.3.7 Considering that the roads local to the site are urban in character, the presence of local cycle infrastructure, and that the local topography is generally gentle, cycling provides an opportunity to access the store by a sustainable mode of transport for potential customers and staff members.

2.4 Bus Access

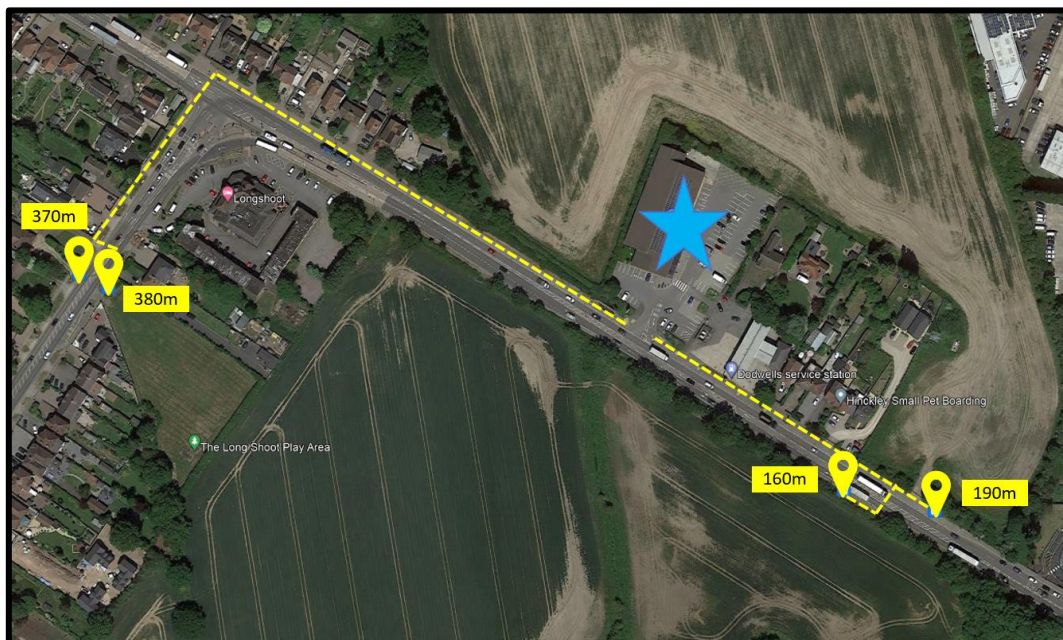
2.4.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.

2.4.2 The nearest bus stops to the site are the 'Dodwells Road' stops, located on the A5 Watling Street, approximately 160m and 190m southeast of the site for the eastbound and westbound stops, respectively. Both stops benefit from shelters and timetables.

2.4.3 Further bus stops are located on the A47 The Long Shoot, approximately 370m and 380m walk distance from the site, for the northbound and southbound stops, respectively.

2.4.4 The above bus stops and their walk routes are shown at Figure 2.4 below.

Figure 2.4 – Bus Stop Locations



Source: Google Earth. N.B All Distances, Locations and Areas approximate.

2.4.5 Table 2.1 below summarises the routes that serve the above bus stops.

Table 2.1 – Bus Service Details

Service	Bus Stop	Route	Approximate Peak Frequency / Period		
			Monday - Friday	Saturday	Sunday
7 / 7A	Dodwells Road (Both), Watling Street (Both)	Burbage – Hinckley – Nuneaton	One per hour	One per hour	No Service
148	Dodwells Road (Both), Watling Street (Both)	Leicester – Hinckley – Nuneaton	Two per hour	Two per hour	One per hour
158	Dodwells Road (Both), Watling Street (Both)	Leicester – Hinckley Nuneaton	Three per hour	Three per hour	One per hour

2.4.6 The above buses provide access to a variety of destinations within Leicestershire, including Leicester, Nuneaton and Coventry.

2.4.7 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the site is accessible by public transport.

3.0 PROPOSED DEVELOPMENT

3.1 Introduction

3.1.1 This report is based on a scheme comprising an extension of the existing Aldi foodstore store with site composition including the following:-

- An Aldi store with GIA of 1,842 sq.m (an additional 502 sq.m. of GIA).
- Reconfiguring and extending the car park to create a car park with 132 spaces (an increase of 44 compared to existing), of which six will be reserved for disabled users (an increase of two compared to existing) and six for parents with young children (a reduction of two compared to existing).
- Cycle parking will be provided in the form of five Sheffield stands, equating to 10 spaces (as existing).

3.1.2 The proposed site layout is identified on the plan provided at Appendix 1.

3.2 Proposed Site Access Arrangements

3.2.1 The proposed development will be served from the existing priority junction with a ghost right turn lane from the A5 Watling Street. The junction permits all traffic movements except right turns out of the site.

3.2.2 There will be direct footway connections between the store entrance and the A5 Watling Street, as existing.

3.2.3 The site access arrangements are also shown at Appendix 1.

3.3 Servicing

3.3.1 An Aldi store typically receives an average of three to four HGV deliveries per day. Three articulated HGV deliveries per day come from the Regional Distribution Centre (RDC) and there is one delivery per day of milk by a local supplier, usually using a medium sized goods vehicle.

3.3.2 Daily deliveries of milk, bread and morning fresh produce are received prior to, or as early as possible after, the store opening in the morning, and are delivered by one Aldi HGV and one milk delivery vehicle.

3.3.3 In addition to goods deliveries, each store has 1-2 collections of General Waste and Animal By-products per week.

3.3.4 Aldi stores have a cardboard bailer within the warehouse, and all cardboard packaging is bailed. Together with any plastics as required for recycling, this is then back loaded to the RDC with each Aldi HGV.

3.3.5 Aldi operate a closely managed servicing arrangement for each of its stores. The Aldi articulated service vehicle is able to carry frozen, chilled and mixed goods assembled at Aldi's RDC, enabling the potential to reduce journeys and vehicle kilometres compared to separate deliveries, thus providing an efficient servicing regime.

3.3.6 Aldi operates its own fleet of dedicated vehicles and drivers. Aldi HGVs are driven and operated by the dedicated Aldi driver.

- 3.3.7 The Aldi store warehouse has been designed as a result of years of experience to hold enough stock to prevent unnecessary deliveries, but is also of efficient size to ensure the freshest possible products and to prevent over-stocking. The efficient stock holding in their stores further reduces the need for multiple daily deliveries.
- 3.3.8 Stores are constructed with a delivery ramp, sheltered canopy and dock leveller system which means products can be unloaded without any external activity, such as forklift trucks, scissor lifts or cages, and in less than half the time were these facilities not provided. The usual time for unloading an Aldi HGV is 30 - 60 minutes.
- 3.3.9 During unloading, the back of the vehicle body is at the shop floor level, enabling the driver to wheel pre-packed pallets directly from the HGV to the dedicated storage area within the store. The delivery system is extremely efficient.
- 3.3.10 All Aldi vehicles are equipped with Reversing Cameras and Audible Warning Systems enabling the driver and customers to be aware of the reversing vehicle. Where required, a trained Pedestrian Marshal is utilised by the store to guide pedestrians in a safe manner whilst a service vehicle is manoeuvring.
- 3.3.11 HGV access to the service area has been designed to accommodate the required turning manoeuvres of the largest service vehicle (FTA 16.5m articulated goods vehicle). The service vehicle will drive forwards into the site, reverse into the service ramp and then drive out forwards to exit the site.
- 3.3.12 The proposed site layout has been assessed for delivery vehicle manoeuvres based on the FTA 16.5m articulated goods vehicle and details of the swept path assessment are provided at Appendix 2. The track plots show that the service route through the car park is satisfactory and that service vehicles would be able to manoeuvre within the site, enabling service vehicles to arrive and depart to / from the site in forward gear.

3.4 Car Parking Policy

- 3.4.1 Paragraph 107 of the National Planning Policy Framework NPPF, July 2021 states: -

"If setting local parking standards for residential and non-residential development, policies should take into account: -

- *The accessibility of the development;*
- *The type, mix and use of the development;*
- *The availability of and opportunities for public transport;*
- *Local car ownership levels; and*
- *The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

- 3.4.2 Paragraph 108 of the NPPF 2021 states: -

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

3.5 Local Car Parking Standards and Provision

Leicestershire County Council Highway Design Guide

- 3.5.1 Leicestershire County Council (LCC) are in the process of reviewing and updating the Highway Design Guide (HDG) which provides information relating to parking standards for developments. LCC have published interim Highway Design guidance whilst the HDG is under review, which has been referenced to below.
- 3.5.2 The parking standards relevant to the proposed Aldi extension can be found in Leicestershire Highway Design Guide within 'Part 3 Design Guidance Interim'.
- 3.5.3 Table DG11 within the Part 3 Design Guidance Interim document sets out parking standards based on land use class.
- 3.5.4 The parking standards within the document are considered 'maximum standards' meaning the calculated parking spaces should be considered as a maximum.
- 3.5.5 For food retail above 1,000sq.m., the maximum standard is one space per 14sq.m. This equates to a maximum provision of 132 car parking spaces ($1,842 / 14 = 131.5$).
- 3.5.6 The proposed extension will provide a total of 132 car parking spaces, therefore according with local standards.

Hinckley & Bosworth Borough Council – Site Allocations and Development Management Policies DPD

- 3.5.7 The Local Planning Authority (LPA) for the proposed development is Hinckley & Bosworth Borough Council. Within the document titled "*Site Allocations and Development Management Policies DPD*", adopted in July 2016, policy "*DM18 – Vehicle Parking Standards*" states that:

"All proposals for new development will be required to provide an appropriate level of parking provision justified by an assessment of the site location, type of housing, other modes of transport available (e.g., public transport and cycle provision) and appropriate design. Any development will be expected to provide disabled parking provision."
- 3.5.8 The LPA document also makes reference to the "6Cs Design Guide", however this is no longer in use by Leicestershire County Council and has instead been replaced by the above LHDG.

3.6 Section Conclusion

- 3.6.1 Swept path analysis has shown that access arrangements of the proposed development are suitable for their intended use.
- 3.6.2 The proposed provision of car parking accords with local parking standards.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

4.1.1 This section of the report provides details of the traffic data used for the assessment of the study area junctions. The assessment considers the effect of the traffic that would be attracted to the development using the following study area, indicated at Figure 4.1 below.

- 1) Site Access / A5 Watling Street Junction

Figure 4.1 – Transport Assessment Study Area

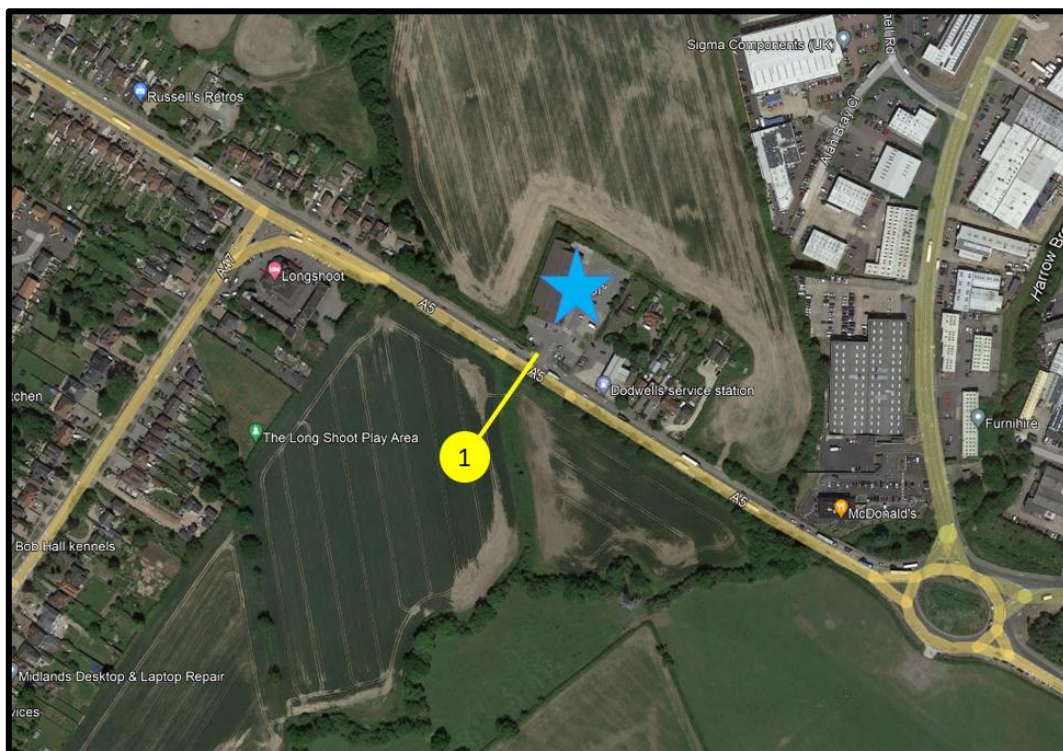


Image Source: Google Earth

4.2 Existing Traffic Flows

4.2.1 Details of the existing traffic flows for the site access junction have been obtained from surveys undertaken on Thursday 15th June and Saturday 17th June. The Thursday survey was undertaken between the hours of 07:30-09:30 and 16:30-18:30 to capture the weekday morning and evening peak periods. The Saturday survey was undertaken between 11:00-14:00 to capture the midday peak period.

4.2.2 Trip numbers for the current Aldi store have been calculated based on the above traffic surveys for the following observed peak hours:

- Weekday AM Peak: 07:30 – 08:30
- Weekday PM Peak: 16:45 – 17:45
- Saturday Midday Peak: 11:45 – 12:45

4.2.3 The average trip numbers for the observed peak periods are detailed in Table 4.1 below.

Table 4.1 – Existing Trip Numbers

Peak	Aldi Trips		
	Arrivals	Departures	Total
Thursday AM	29	16	45
Thursday PM	70	69	139
Sat	107	109	216

- 4.2.4 The 2023 survey traffic flows shown on the diagram at Appendix 3.
- 4.2.5 Two-way flows on the A5 Watling Street were also recorded using an MCC between Tuesday 13th June and Saturday 17th June inclusive.
- 4.2.6 The MCC recorded the two-way flow on Thursday 15th June and Saturday 17th June during the same hours as the access junction MCC surveys (07:30-09:30, 16:30-17:30 and 11:00-14:00). On the other weekdays (Tuesday, Wednesday and Friday), the MCC recorded two-way flow during typical network peak hours (08:00-09:00 and 17:00-18:00).
- 4.2.7 The purpose of capturing the flows was to check the neutrality of the survey period to ensure the MCC data was representative of normal traffic conditions on the A5 Watling Street.
- 4.2.8 The MCC two-way flow data is shown at Table 4.2 below, alongside the access junction MCC data for Thursday 15th June and Saturday 17th June during the typical peak hours.

Table 4.2 – Two-Way Flow Data for A5 Watling Street

Direction	Peak Hour	Tuesday 13 th June	Wednesday 14 th June	Thursday 15 th June	Friday 16 th June	Saturday 17 th June
Southeast-bound	AM 08:00-09:00	1185	1180	1201	1200	-
	PM 17:00-18:00	1226	1210	1239	1147	-
	Sat 12:00-13:00	-	-	-	-	1034
Northwest-bound	AM 08:00-09:00	1250	1253	1266	1182	-
	PM 17:00-18:00	1318	1379	1348	1196	-
	Sat 12:00-13:00	-	-	-	-	1240

- 4.2.9 The above data demonstrates that the MCC data is representative of normal traffic conditions due to similar flows on each of the survey days.

4.3 Base Year Traffic Flows

- 4.3.1 The assessment will be based on a future assessment year of 2028 (Application year + 5 years). Growth factors have been applied to the June 2023 traffic flows at Appendix 3 to represent the future year to account for projected economic growth and local development forecasts.
- 4.3.2 The growth factors have been derived based on the TEMPRO version 7.2c database for the period 2023 and 2028. This has been adjusted based on the TEMPRO output for car drivers for the geographical area of "Hinckley & Bosworth 008" (with area type "All" and road type "All") and the results of the assessment are summarised below at Table 4.3.

Table 4.3 – TEMPRO Growth Rates

Peak Period	2023 to 2028
	Resultant Growth
AM	1.0334
PM	1.0329
Sat	1.0379

- 4.3.3 Full details of the TEMPRO assessment are contained at Appendix 4. The calculated TEMPRO growth factors have been applied to the June 2023 survey flows shown at Appendix 3. The 2028 Base traffic flows are shown at Appendix 5.

4.4 Proposed Discount Foodstore Trip Attraction

- 4.4.1 The extension of the proposal site will result in an increase in GIA to 1,842 sq.m. (an increase of 502 sq.m. GIA compared to existing) which equates to an increase of 37.5%.
- 4.4.2 The purpose of the proposed extension is to amend the store to a regular store size and shape in line with modern Aldi standards, alongside improving the car park. Typically, Aldi store extensions are designed to create a better shopping environment, with improvements such as wider facing of existing products to improve efficiency and reduce the frequency of re-stocking, widening aisles, more circulation space at the tills etc. As such, the extensions are more related to customer retention rather than the attraction of a new customer base.
- 4.4.3 Despite the above and in order to be robust, calculations of the potential traffic effect have been performed using the method below.
- 4.4.4 Customer count data has been received from Aldi, to demonstrate the effect extensions and store upgrades have on store attraction numbers. The data was received for four Aldi stores (Kidderminster, Worcester, Stechford and Rugby) that have undergone extensions in 2014 or 2015. The data showed that there was an average percentage uplift in customer attraction of 6.18% per store after the extension.
- 4.4.5 The extension uplift data and methodologies presented below are the same as those used in the 2019 TA.
- 4.4.6 Details of the stores used to obtain this percentage uplift are shown at Table 4.4 below.

Table 4.4 – Extension Uplift Data

Store	Before Extension		After Extension	
	Store GIA (Sq.m)	Car Parking Spaces	Store GIA (sq.m)	Car Parking Spaces
Kidderminster	1,205	62*	1,410	44*
Worcester	1,427	88	1,775	88
Stechford	1,098	124**	1,664	124**
Rugby	857	101	1,048	88

*Store is located adjacent to public car park. **Car park shared with Adjoining retail units.

4.4.7 The percentage uplift has been applied to the 2023 survey flows data to demonstrate the increase in predicted store attraction. Table 4.5 below shows the predicted increase in trip numbers with the proposed extension in place.

Table 4.5 – Uplift in Trip Numbers

Peak	Aldi Trips		
	Arrivals	Departures	Total
AM	2	1	3
PM	4	4	9
Sat	7	7	13

N.B. Some mathematical rounding has taken place.

4.4.8 The uplifted flows are shown on a diagram at Appendix 6.

4.4.9 The uplift traffic effect of the proposed development has been combined with the 2028 base flows at Appendix 7 to provide the scenario with the proposed development for the 2028 assessment year.

4.5 TRICS Cross Reference

4.5.1 The TRICS (Version 7.10.2) database has been interrogated for trip rates based on the parameters set out at Table 4.6 below.

Table 4.6 – TRICS Criteria – Discount Foodstore

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	01 - RETAIL
Sub Land Use:	C - DISCOUNT FOOD STORES
Calculation Options:	Vehicle Trip Rates
Regions:	England excluding Greater London
Primary filtering	
Trip Rate Parameters:	Gross Floor Area
Selected Dates:	Surveys from 2016 onwards
Week days to include:	Weekdays only, Saturday only
Location Types to include:	Edge of Town

4.5.2 A full report of the TRICS assessment can be found at Appendix 8.

4.5.3 Table 4.7 below shows the trip rates from the TRICS database.

Table 4.7 – TRICS Trip Rates – Discount Foodstore

	Trip Rates (per 100sqm GFA)		
Peak	Arrivals	Departures	Total
AM	1.644	1.019	2.663
PM	4.572	4.612	9.184
Sat	6.334	6.499	12.833

4.5.4 As the trip rates are per 100 sq.m. the expected number of trips for a store with a GFA of 1,842 sqm has been calculated by multiplying the trip rates by 18.42 ($1,842 \div 100 = 18.42$). Table 4.8 below compares the surveyed flows against the surveyed flows + 6.18% uplift and the TRICS attraction for 1,842 sqm.

Table 4.8 Surveyed Flows vs. Uplifted Flows vs. TRICS Trip Numbers.

	2023 Surveyed Flows			Surveyed Flows + 6.18% Uplift			Flows based on TRICS Trip Numbers (based on 1,842sqm)		
Peak	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
AM	29	16	45	31	17	48	30	19	49
PM	70	69	139	74	73	148	84	85	169
Sat	107	109	216	114	116	229	117	120	236

N.B. Some mathematical rounding has taken place.

4.5.5 The surveyed flows + the 6.18% uplift are similar to the TRICS flows with the expanded GFA, which adds credibility to the assessment.

4.6 Section Conclusions

4.6.1 The potential increase to traffic due to the proposed extension has been calculated based on data from existing Aldi store extensions and the TRICS database.

4.6.2 The assessment shows that the potential increase to traffic will be negligible at the junction within the study area.

5.0 JUNCTION CAPACITY AND COLLISION ANALYSIS

5.1 Introduction

- 5.1.1 The assessment in Section 4.0 identifies that the potential increase in traffic to the proposed Aldi extension is negligible.
- 5.1.2 This section of the report details collision analysis and junction capacity testing.

5.2 Junction Capacity Tests

- 5.2.1 In the pre-application advice received on 29th May 2018 for the 2019 planning application, HE stated that *"Based on the information presented to date, it appears that no capacity assessments would be required at any of the Strategic Road Network (SRN) junctions..."*.
- 5.2.2 In the pre-application advice received on 20th June 2018 for the 2019 planning application, LCC stated, regarding capacity assessments, that *"It is likely to apply a threshold of a change of 30 two-way peak hour trips per junction in this regard"*.
- 5.2.3 As the 6.18% uplift assessment in Section 4.0 demonstrates, the increase to existing traffic is negligible at the site access junction and does not meet the stated LCC threshold for capacity testing. Therefore no capacity testing has been performed.

5.3 Existing Collision Analysis

- 5.3.1 Collision data has been obtained for the study area for the 5 year period between 2017 and 2021. A plan showing the details and location of the recorded personal injury collisions over this period is shown at Figure 5.1 below.

Figure 5.1 – Accident Study Area



Image Source: Crashmap.com. N.B. The site location is denoted by a blue star.

- 5.3.2 As shown above, two locations within the study area had more than five collisions (i.e. one or more per year). Six collisions occurred at the A5 Watling Street / A47 The Long Shoot signalised junction and seven collisions occurred at Dodwells Roundabout during the 5-year period.
- 5.3.3 A summary of the collisions that occurred at the A5 Watling Street / A47 The Long Shoot junction during the 5-year period can be found at Table 5.1 below.

Table 5.1 – Summary of A5 Watling Street/A47 The Long Shoot Signal Junction Collisions (2017-2021)

Location	Date	Severity	Road Conditions	Pedestrian Involvement	Cyclist Involvement
A5 Watling Street / A47 The Long Shoot signalised junction	12 th January 2017	Slight	Dry	No	No
	22 nd February 2018	Slight	Dry	No	Yes
	7 th September 2018	Slight	Dry	No	No
	9 th May 2019	Serious	Dry	No	No
	26 th November 2019	Slight	Wet or Damp	No	No
	29 th January 2020	Serious	Wet or Damp	No	No
	30 th January 2020	Slight	Dry	No	No
	1 st February 2020	Slight	Dry	No	No
	30 th May 2020	Slight	Dry	No	No
	6 th August 2021	Slight	Dry	No	No

- 5.3.4 A summary of the collisions that occurred at Dodwells Roundabout during the 5-year period can be found at Table 5.2 below.

Table 5.2 – Summary of Dodwells Roundabout Collisions (2017-2021)

Location	Date	Severity	Road Conditions	Pedestrian Involvement	Cyclist Involvement
Dodwells Roundabout	24 th August 2021	Serious	Dry	No	No
	7 th January 2019	Slight	Dry	No	No
	20 th February 2019	Slight	Dry	No	No
	16 th July 2019	Slight	Dry	No	No
	31 st May 2019	Slight	Dry	No	No
	5 th October 2017	Slight	Dry	No	No
	5 th July 2019	Serious	Dry	No	No

- 5.3.5 One collision has occurred on the A5 Watling Street between Dodwells Roundabout and the A5 Watling Street / A47 The Long Shoot Signal Junction. This incident occurred on the 14th March 2018 and was classified as 'slight'. It involved two vehicles and resulted in one casualty.
- 5.3.6 The accident plan shows that there were a total of 18 collisions recorded within the study area during the study period. Of the 18 collisions, 4 were classified as 'serious' and the remaining 14 as 'slight'.
- 5.3.7 Despite the number of collisions, they occurred at different locations within each junction and the majority did not involve pedestrians or cyclists. The proposed development traffic effect shown at Section 4.0, is not likely to materially worsen the occurrence or materially affect the pattern of collisions.

5.3.8 Based on the above no particular pattern in causes for the 'serious' collisions have been identified.

5.4 Future Collision Consideration

5.4.1 Overall, no pattern of collisions has been identified which is attributable to a road layout deficiency, nor one which is likely to be materially worsened by the development proposals.

5.5 Section Conclusions

5.5.1 No patterns of collisions have been identified with causal factors attributable to a road layout deficiency.

5.5.2 The traffic effect associated with the proposed development is negligible, therefore no junction capacity tests have been undertaken.

5.5.3 Overall therefore, the traffic effect of the proposed development is acceptable.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

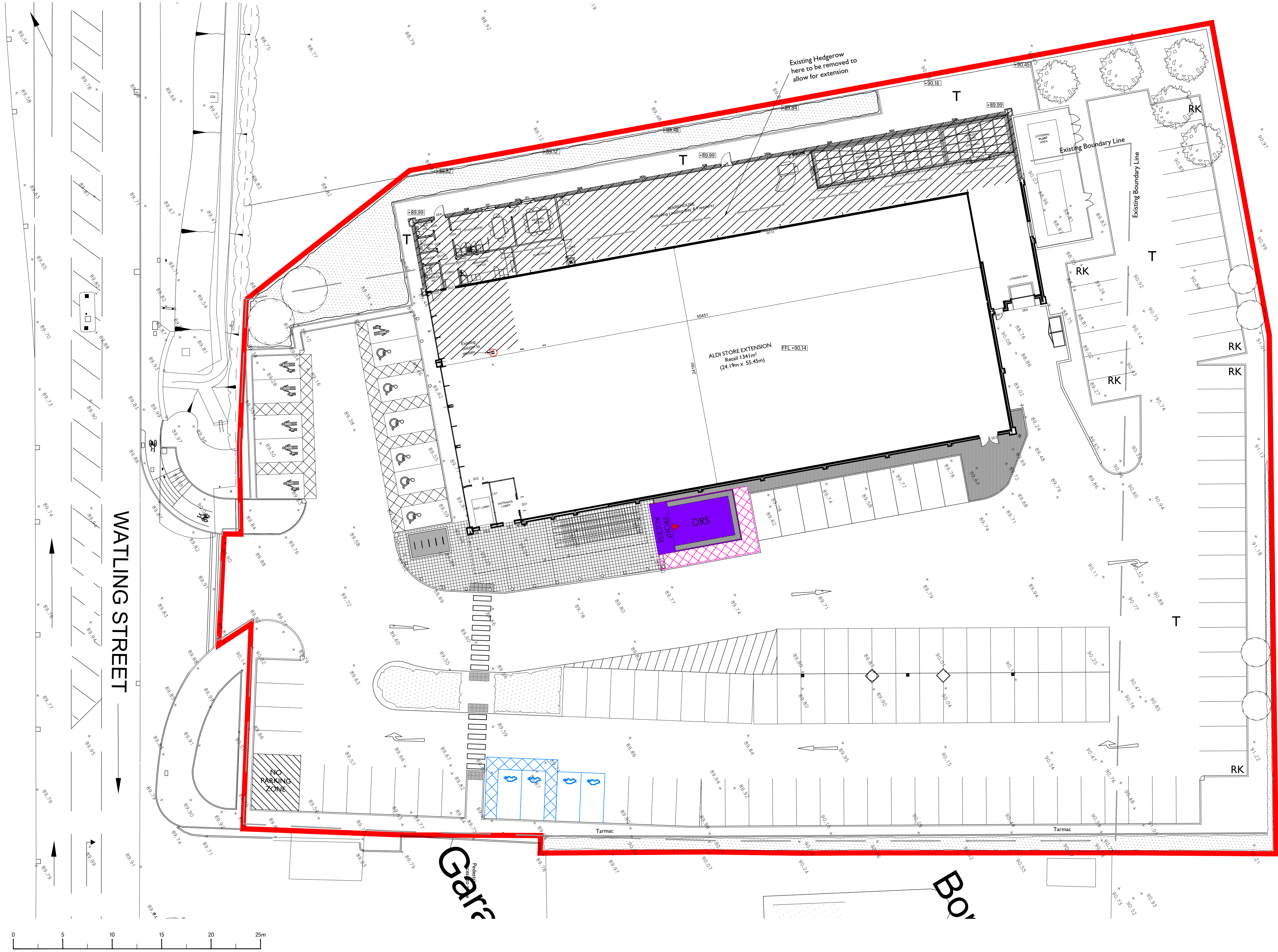
6.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Aldi Stores Limited in relation to their proposed extension of the existing Aldi discount foodstore on A5 Watling Street, Hinckley. The report is summarised as follows:-

- The site is accessible by a choice of travel modes and will reduce reliance on the private car consistent with national and local planning policy.
- The proposed development is well conceived in terms of its access arrangements, composition and layout.
- The proposed car park will operate within capacity under peak demand.
- It has been demonstrated that the service arrangements will be able to accommodate delivery traffic.
- The traffic assessment included in this report is based on a realistic traffic impact scenario and demonstrates the development traffic effects will be negligible.
- The negligible traffic effect of the development is not likely to materially worsen any potential occurrence or pattern of collisions on the local highway network.

6.2 Conclusions

6.2.1 The results of this assessment highlight that the proposed development is acceptable from a transport perspective.

APPENDIX 1 – SITE LAYOUT



ACCESS ARRANGEMENTS

This statement relates to the access arrangements for the Aldi Food Retail Store and details the arrangements for all modes of transport to and from the store. It also includes details of how level access arrangements are achieved and how the entrance to the store operates. This statement is to be read in conjunction with the separate Design and Access statement.

There are a total of 132No. proposed car parking spaces including 6No. Disabled parking spaces and 6No. Parent and Child parking spaces.

The store access is under a glazed canopy with a set automatic sliding entrance doors with a clear opening of 1100 mm and glazing manifestation giving full access to all customers and staff. The junction between the retail store finished floor level and the external floor is a flush transition detail.

The general car parking is laid out to a gradient of no more than 1:40 (1:60 across disabled bays) which prevents any loss of loaded trolleys and also allows for easy access to the store frontage from any area within the car park.

Pedestrian access is provided from Watling St, via footpaths separated from the car parking areas.

Contained within the site is a dedicated delivery yard with loading bay, service areas, bin storage and turning facilities for the HGV and rigid commercial (milk) vehicle.

HARD LANDSCAPING LEGEND	
RK	RAISED KERB
EK	EDGING KERB
FK	FLUSH KERB
DK	DROP KERB
TK	TRANSITION KERB
TRK	TRIEF (SAFETY KERB) KERB
TTK	TRIEF (SAFETY KERB) TRANSITION KERB
TP	TACTILE PAVING
BC	BRUSHED CONCRETE
T	TARMAC
SSB	STAINLESS STEEL BOLLARD
HDB	HEAVY DUTY BOLLARD
TB	TELESCOPIC BOLLARDS AT SITE ENTRANCE
DC	DRAINAGE CHANNEL
G	NEW STORM WATER DRAINAGE GULLY

	SINGLE LIGHT LIGHTING COLUMN
	DOUBLE LIGHT LIGHTING COLUMN
	EXISTING TREES
	NEW TREES
	LOW LEVEL LANDSCAPING
	PROPOSED LEVELS
	EXISTING LEVELS
	PROPOSED DRAINAGE GULLIES

SITE AREA	7625 sq m (1.8 acres approx)	
CAR PARKING	Existing: 88 no Approx. (2.4 x 4.8m)	
	Proposed: 132 No Approx.	
CYCLE SPACES	10 No.	
GROSS EXTERNAL AREA (GEA)	1907 sq m	20,526 sq ft
GROSS INTERNAL AREA (GIA)	1842 sq m	19,827 sq ft
RETAIL AREA 55.45m (L) x 24.19m (W)	1340 sq m	14,423 sq ft
WELFARE BLOCK (including Plant Room)	101 sq m	1,087 sq ft
WAREHOUSE (including Loading Bay & Freezers)	386 sq m	4,154 sq ft

NOTES:	
REMOVE EXISTING BLOCK PAVING TO CAR PARK AND PLANE OFF EXISTING TARMAC FOR A NEW WEARING CLOSE	
REMOVE CENTRAL DRAINAGE CHANNEL AND REPLACE WITH NEW DRAINAGE GULLIES	

A	Car parking layout amended & further notes added	18.04.2023	SI	SPK
Revision	Description	Date	Drawn	Checked

STOAS Architects Ltd PLANNING



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1 DUNSTON PLACE - DUNSTON ROAD - CHESTERFIELD - S41 8NL - TEL 01246 389 860

CLIENT ALDI STORES LTD

PROJECT	WATLING ST HINCKLEY LEICESTERSHIRE		
TITLE	PROPOSED SITE PLAN		

DATE	26.01.2022	SCALE	1:200 @A1
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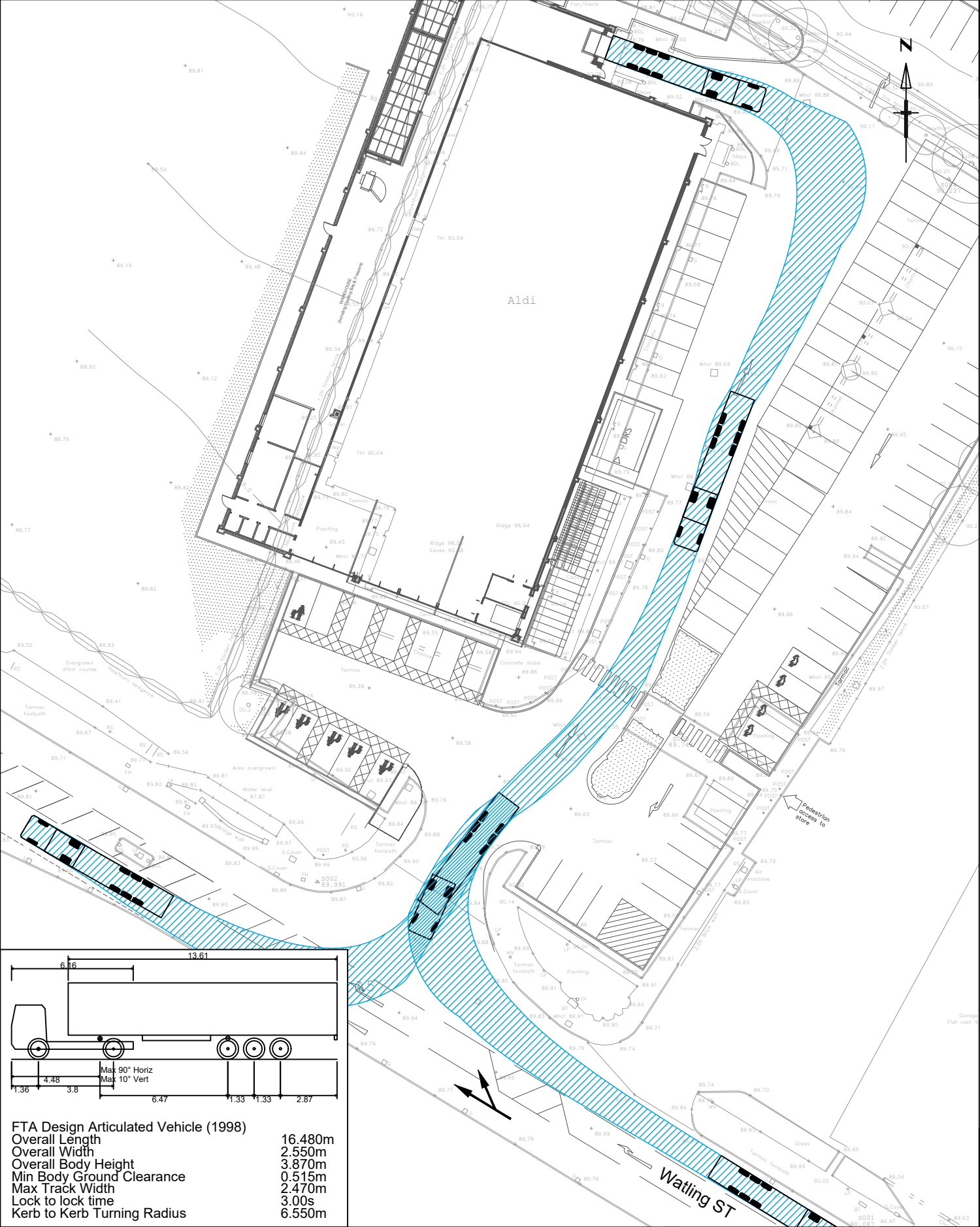
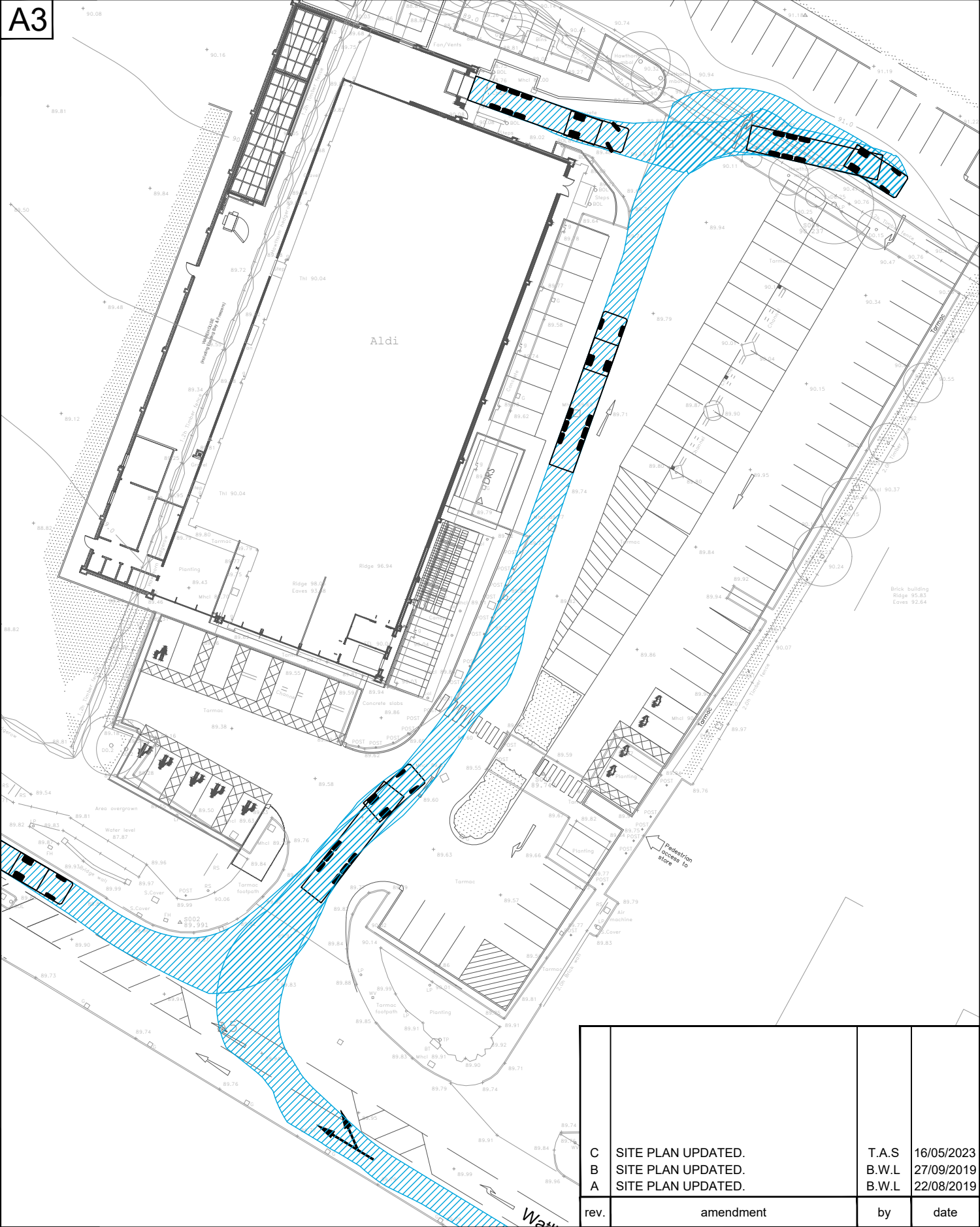
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ALL DRAWINGS TO BE APPROVED BY THE LOCAL AUTHORITY BEFORE COMMENCEMENT OF WORK. ANY CHANGES TO THE DRAWINGS MUST BE APPROVED BY THE LOCAL AUTHORITY BEFORE COMMENCEMENT OF WORK. ANY CHANGES TO THE DRAWINGS MUST BE APPROVED BY THE LOCAL AUTHORITY BEFORE COMMENCEMENT OF WORK.

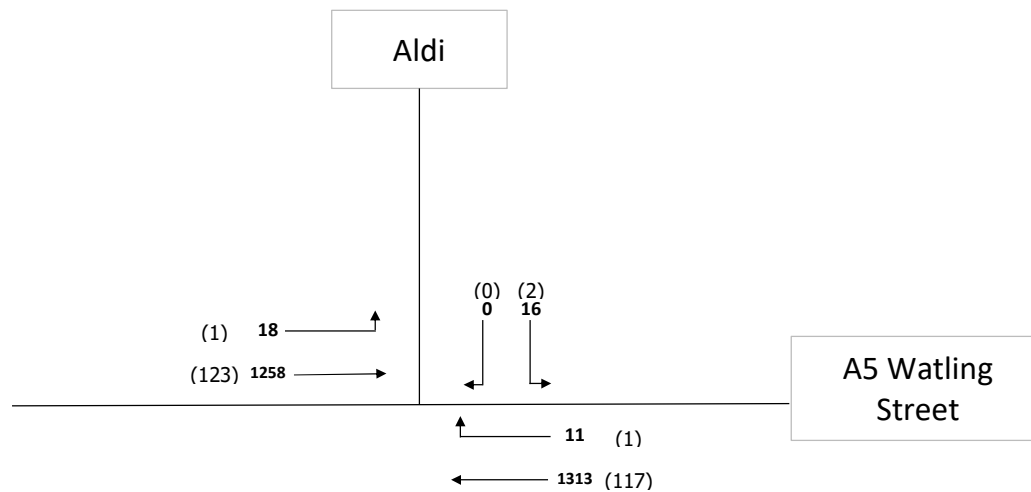
APPENDIX 2 – SWEEP PATH ANALYSIS



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 78 BROAD STREET, CHIPPING SODBURY, BRISTOL. BS37 6AG Tel: 01454 320 220 Web: www.connect-consultants.com Fax: 01454 320 099 Email: bristol@connect-consultants.com	 QUALITY MANAGEMENT SYSTEM ISO 9001 : 2015 FS 594947	client ALDI STORES LTD	title SWEPT PATH ANALYSIS FTA DESIGN ARTICULATED VEHICLE		date MAY 2023	drawn by T.A.S	checked by N.P.B
		project PROPOSED DEVELOPMENT HINCKLEY, WATLING STREET			scale 1:500	status PLANNING	
					drawing number 17058 - TR001		rev. C

APPENDIX 3 – 2023 SURVEY FLOWS

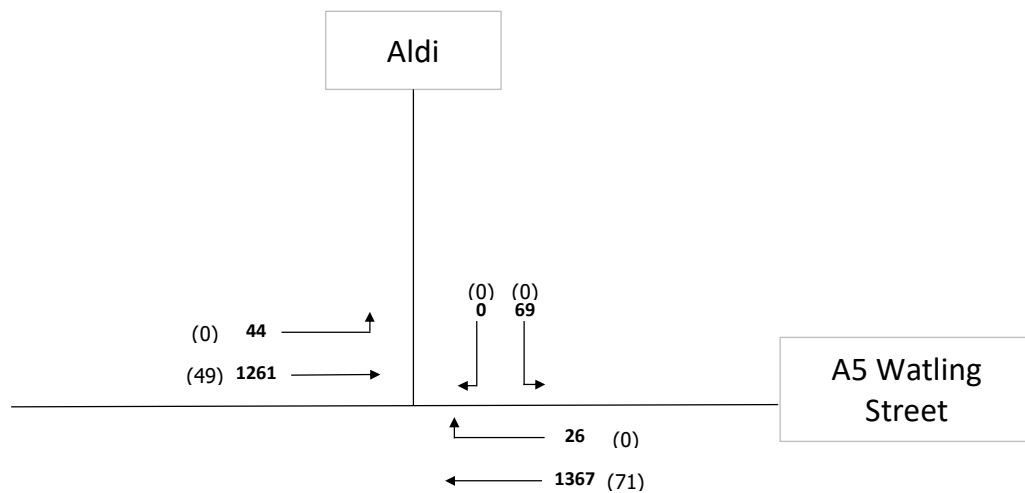


0 Total Flows
(0) HGVs

PROPOSED EXTENSION: Aldi, A5 Watling Street, Hinckley

AM 2023 Surveyed Flows

connect 
CONSULTANTS



0 Total Flows
(0) HGVs

PROPOSED EXTENSION: Aldi, A5 Watling Street, Hinckley

PM 2023 Surveyed Flows

connect 
CONSULTANTS



0 Total Flows
(0) HGVs

PROPOSED EXTENSION: Aldi, A5 Watling Street, Hinckley

connect 
CONSULTANTS

Sat

2023 Surveyed Flows

APPENDIX 4 – TEMPRO REPORT

ASSESSMENT OF TRAFFIC GROWTH

TEMPRO DATABASE

4TH JULY 2023

1.0 - Introduction

This technical note has been produced to set out the methodology used to determine traffic growth factors for the following geographical area:-

Geographical Area	Hinckley & Bosworth 008
--------------------------	-------------------------

2.0 - Method

Use of the TEMPRO software is generally recognised as the industry standard tool for determining traffic growth factors to apply to surveyed traffic movements in order to estimate the number of vehicles using roads and junctions at a future assessment year.

The TEMPRO software provides a local adjustment to the National Trip End Model (NTEM) to determine localised growth factors for geographical areas and this assessment is based on the following TEMPRO datasets (NTEM) and National Transport Model Forecasts (NTM) forecasts:-

	Version	Notes
TEMPRO Software	7.2c	This is the most recent version of the TEMPRO database released in February 2021.
TEMPRO Dataset	NTEM 7.2	This is currently the definitive TEMPRO NTEM dataset for use. (http://www.dft.gov.uk/tempro)
NTM Model	National Transport Model Forecasts 2015 (2010 – 2040)	NTM Forecasts are produced yearly and this is the most recent dataset released December 2016.

3.0 - TEMPRO Parameters

The assessment is based on the following TEMPRO parameters:-

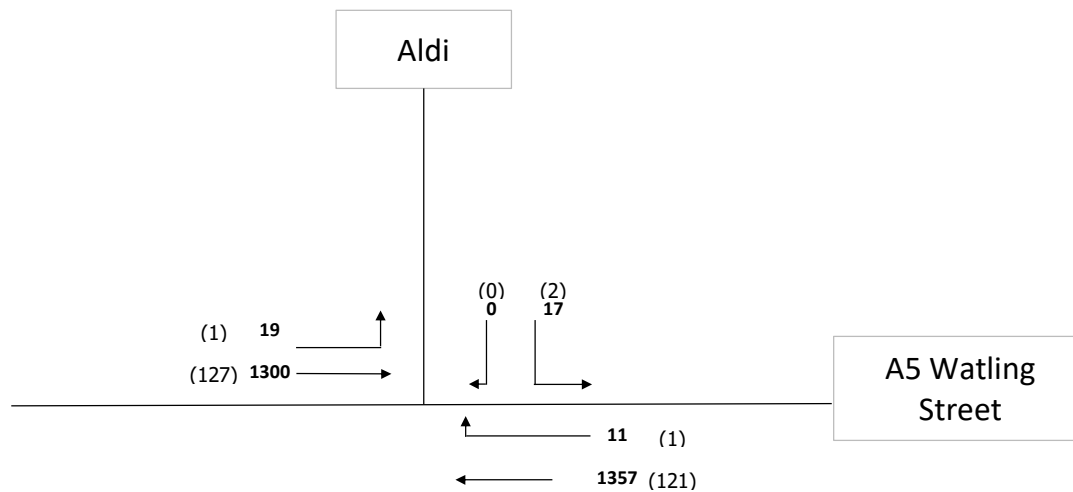
	Version	Notes
Trip End Type	Origin / Destination	Origin / Destination or Production / Attraction
Transport Mode	Car Driver	Walk / Cycle / Car Driver / Car Passenger / Bus or Coach / Rail or Underground – More than one option may be selected
Area Type	All	Urban / Rural / All
Road Type	All	Motorway / Trunk / Principal / Minor / All

4.0 - Growth Factors

The assessment of traffic growth using the TEMPRO software with the aforementioned parameters results in the following local growth factors for the geographical area set out at **Section 1.0**

Surveyed Period	Assessment Year	Time Period	Local Growth Factor
2023	2028	Weekday AM Peak Period (0700 – 0959)	1.0334
		Weekday PM Peak Period (1600 – 1859)	1.0329
		Saturdays (All Times of Day)	1.0379

APPENDIX 5 – 2028 BASE TRAFFIC FLOWS

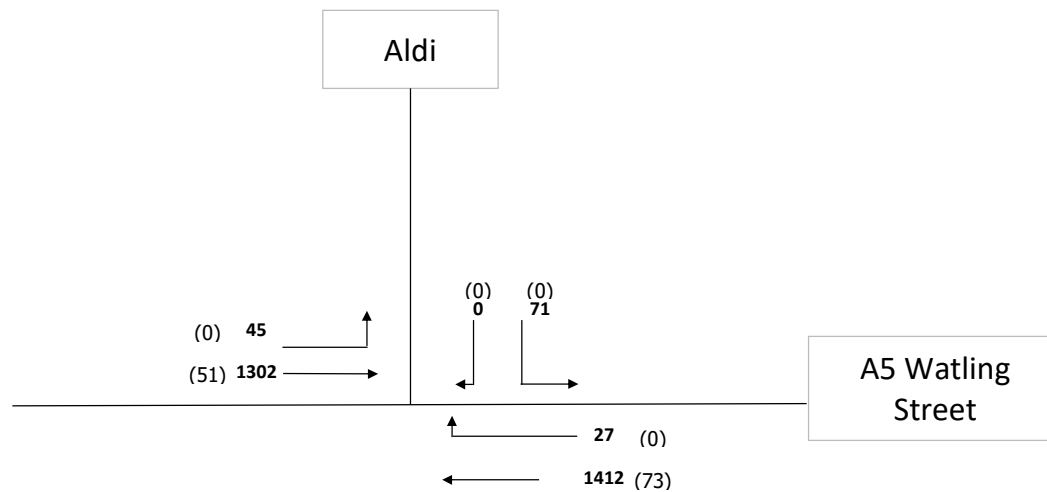


0 Total Flows
(0) HGVs

PROPOSED EXTENSION: Aldi, A5 Watling Street, Hinckley

AM 2028 Base Flows

connect 
CONSULTANTS

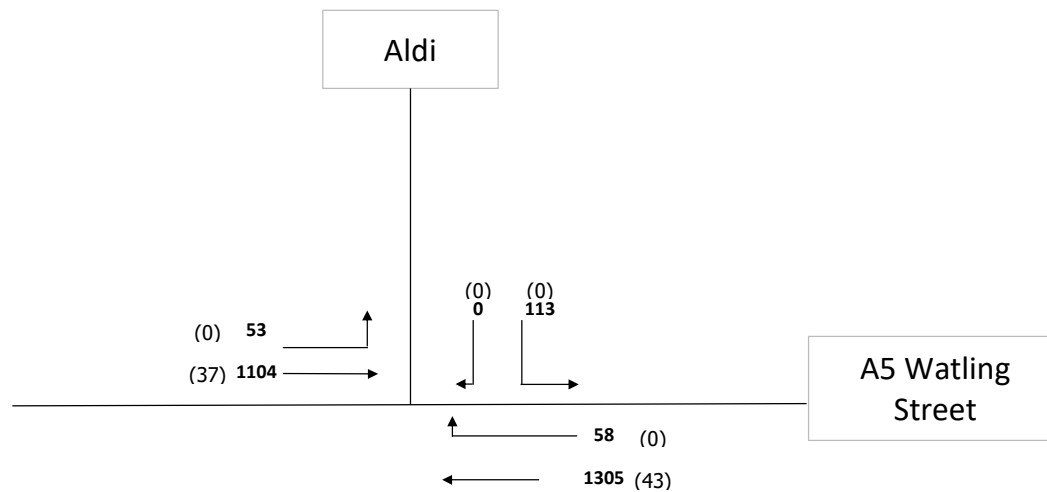


0 Total Flows
(0) HGVs

PROPOSED EXTENSION: Aldi, A5 Watling Street, Hinckley

PM

2028 Base Flows



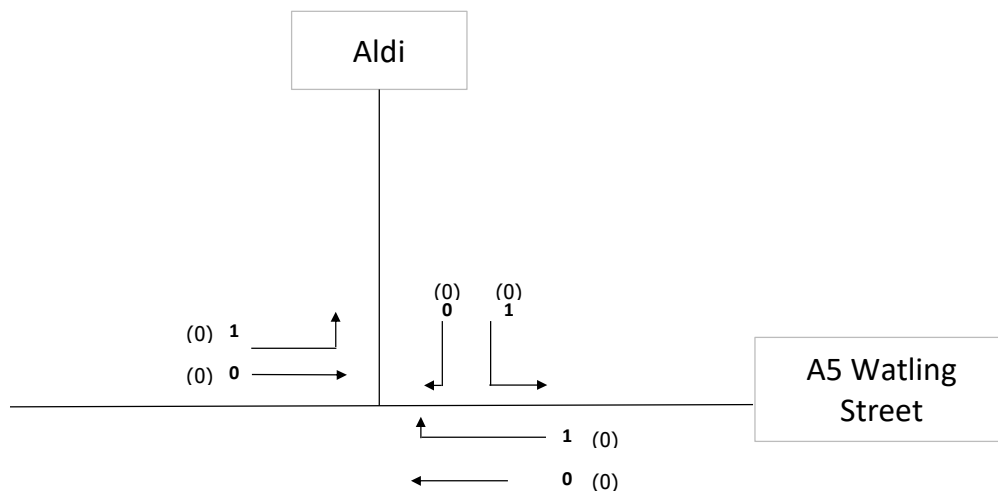
0 Total Flows
(0) HGVs

PROPOSED EXTENSION: Aldi, A5 Watling Street, Hinckley

Sat

2028 Base Flows

APPENDIX 6 – UPLIFT FLOWS



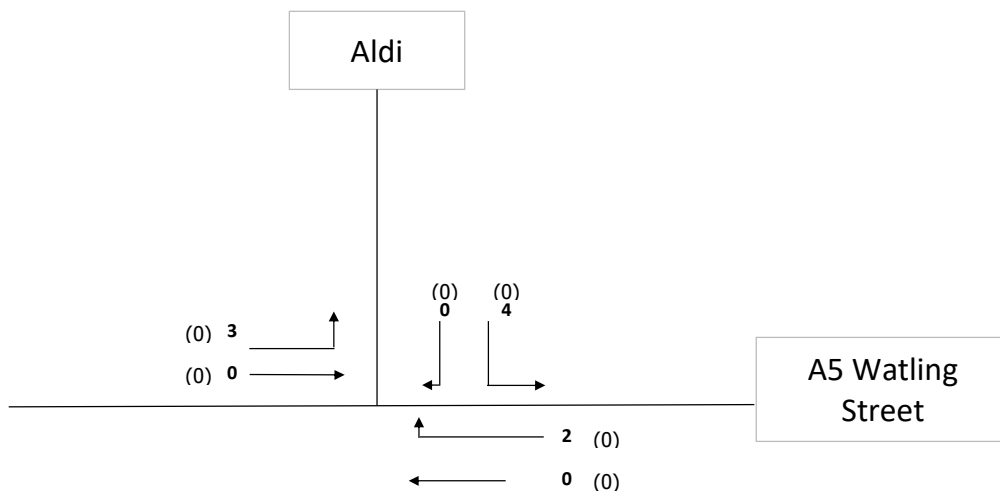
0 Total Flows
(0) HGVs

PROPOSED EXTENSION: Aldi, A5 Watling Street, Hinckley

connect 
CONSULTANTS

AM

Uplift



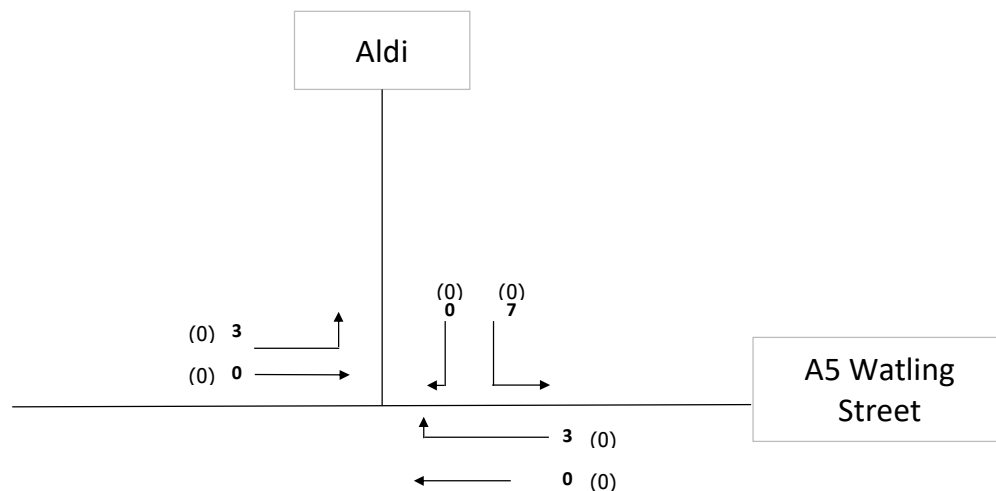
0 Total Flows
(0) HGVs

PROPOSED EXTENSION: Aldi, A5 Watling Street, Hinckley

connect 
CONSULTANTS

PM

Uplift



0 Total Flows
(0) HGVs

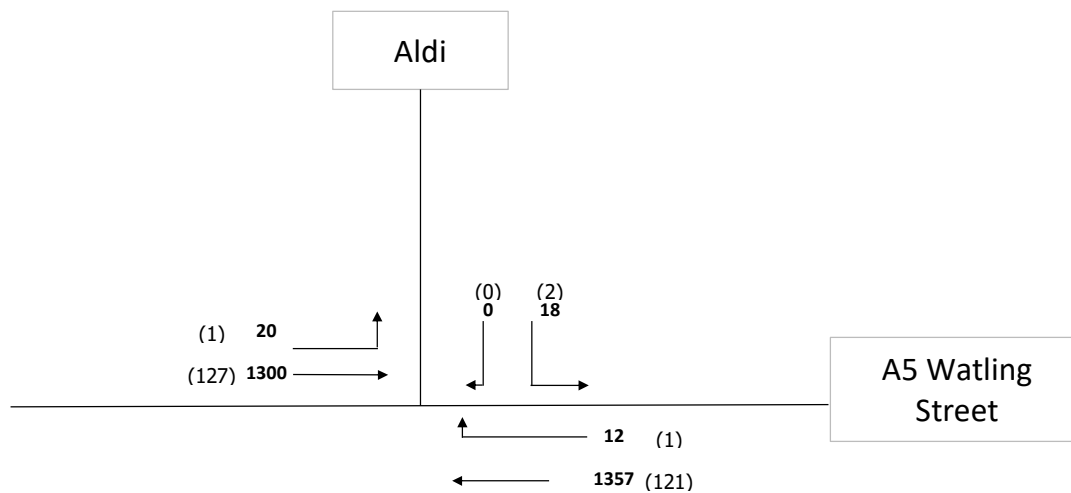
PROPOSED EXTENSION: Aldi, A5 Watling Street, Hinckley

connect 
CONSULTANTS

Sat

Uplift

APPENDIX 7 – 2028 BASE TRAFFIC FLOWS + UPLIFT

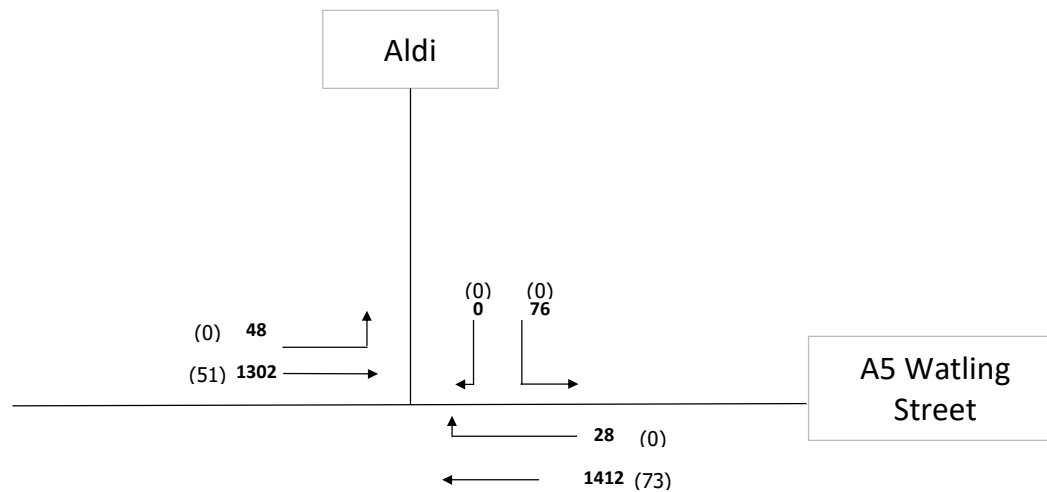


0 Total Flows
(0) HGVs

PROPOSED EXTENSION: Aldi, A5 Watling Street, Hinckley

AM 2028 Base Flows + Uplift

connect 
CONSULTANTS



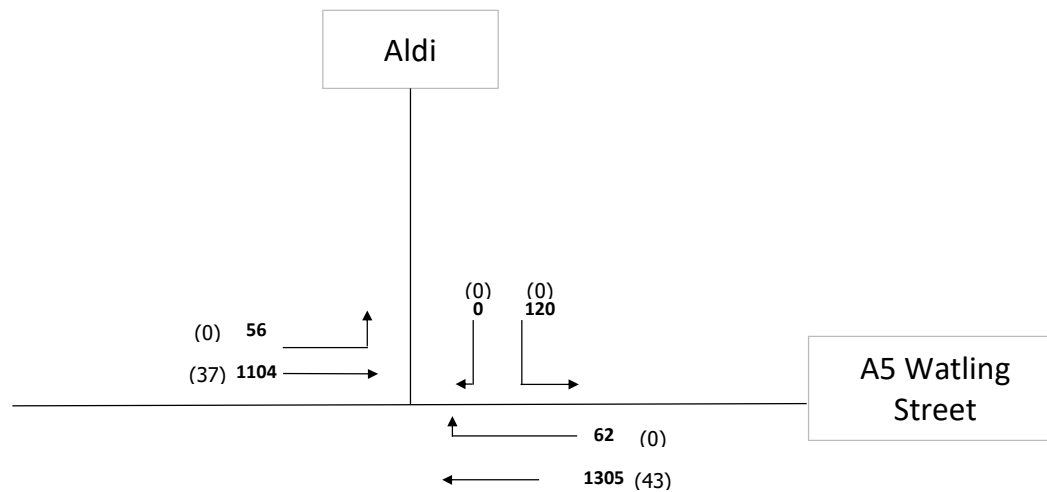
0 Total Flows
(0) HGVs

PROPOSED EXTENSION: Aldi, A5 Watling Street, Hinckley

PM

2028 Base Flows + Uplift

connect 
CONSULTANTS



0 Total Flows
(0) HGVs

PROPOSED EXTENSION: Aldi, A5 Watling Street, Hinckley

Sat 2028 Base Flows + Uplift

connect 
CONSULTANTS

APPENDIX 8 – TRICS REPORT

Calculation Reference: AUDIT-142301-230704-0739

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1729 to 2544 (units: sqm)
 Range Selected by User: 570 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 5 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town 5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	2
Retail Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	3 days
20,001 to 25,000	1 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	1 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BO-01-C-01	LIDL	BEDFORD
	RIDGE ROAD		
	BEDFORD		
	KEMPSTON		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	2544 sqm	
	Survey date: SATURDAY	17/10/20	Survey Type: MANUAL
2	MS-01-C-05	ALDI	MERSEYSIDE
	VULCAN PARK COURT		
	NEWTON-LE-WILLOWS		
	VULCAN VILLAGE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	1729 sqm	
	Survey date: SATURDAY	24/04/21	Survey Type: MANUAL
3	NT-01-C-01	LIDL	NOTTINGHAMSHIRE
	CHAPEL LANE		
	BINGHAM		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2440 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL
4	SM-01-C-01	LIDL	SOMERSET
	SEAWARD WAY		
	MINEHEAD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2247 sqm	
	Survey date: SATURDAY	24/06/17	Survey Type: MANUAL
5	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	2417 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2275	0.431	5	2275	0.035	5	2275	0.466
08:00 - 09:00	5	2275	2.452	5	2275	1.688	5	2275	4.140
09:00 - 10:00	5	2275	4.158	5	2275	3.076	5	2275	7.234
10:00 - 11:00	5	2275	5.406	5	2275	5.063	5	2275	10.469
11:00 - 12:00	5	2275	6.469	5	2275	6.012	5	2275	12.481
12:00 - 13:00	5	2275	6.267	5	2275	6.742	5	2275	13.009
13:00 - 14:00	5	2275	5.274	5	2275	5.581	5	2275	10.855
14:00 - 15:00	5	2275	5.555	5	2275	5.581	5	2275	11.136
15:00 - 16:00	5	2275	5.599	5	2275	5.880	5	2275	11.479
16:00 - 17:00	5	2275	5.458	5	2275	5.353	5	2275	10.811
17:00 - 18:00	5	2275	4.790	5	2275	4.993	5	2275	9.783
18:00 - 19:00	5	2275	3.577	5	2275	4.325	5	2275	7.902
19:00 - 20:00	5	2275	2.136	5	2275	2.637	5	2275	4.773
20:00 - 21:00	5	2275	1.178	5	2275	1.503	5	2275	2.681
21:00 - 22:00	5	2275	0.580	5	2275	0.870	5	2275	1.450
22:00 - 23:00	4	2208	0.011	4	2208	0.068	4	2208	0.079
23:00 - 24:00									
Total Rates:			59.341			59.407			118.748

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:

1729 - 2544 (units: sqm)

Survey date range:

01/01/16 - 19/11/22

Number of weekdays (Monday-Friday):

0

Number of Saturdays:

5

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-142301-230704-0713

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1023 to 2440 (units: sqm)
 Range Selected by User: 570 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Thursday	4 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	7
--------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2
Development Zone	1
Retail Zone	3
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	7 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	3 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-01-C-01	LIDL		CAMBRIDGESHIRE
	CROMWELL ROAD			
	WISBECH			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	1466 sqm		
	Survey date: FRIDAY	21/10/16	Survey Type: MANUAL	
2	DH-01-C-01	ALDI		DURHAM
	WATLING ROAD			
	BISHOP AUCLAND			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	1023 sqm		
	Survey date: THURSDAY	06/04/17	Survey Type: MANUAL	
3	NN-01-C-01	ALDI		NORTH NORTHAMPTONSHIRE
	SAXON WAY WEST			
	CORBY			
	GREAT OAKLEY			
	Edge of Town			
	Development Zone			
	Total Gross floor area:	1924 sqm		
	Survey date: TUESDAY	14/06/22	Survey Type: MANUAL	
4	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	2440 sqm		
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL	
5	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	2247 sqm		
	Survey date: THURSDAY	22/06/17	Survey Type: MANUAL	
6	WS-01-C-03	LIDL		WEST SUSSEX
	SHRIPNEY ROAD			
	BOGNOR REGIS			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	2125 sqm		
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL	
7	WS-01-C-05	LIDL		WEST SUSSEX
	WESTHAMPNETT ROAD			
	CHICHESTER			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	2125 sqm		
	Survey date: THURSDAY	08/09/22	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2125	0.282	1	2125	0.000	1	2125	0.282
07:00 - 08:00	7	1907	0.614	7	1907	0.232	7	1907	0.846
08:00 - 09:00	7	1907	2.674	7	1907	1.805	7	1907	4.479
09:00 - 10:00	7	1907	3.483	7	1907	3.109	7	1907	6.592
10:00 - 11:00	7	1907	4.577	7	1907	4.060	7	1907	8.637
11:00 - 12:00	7	1907	4.854	7	1907	4.764	7	1907	9.618
12:00 - 13:00	7	1907	4.899	7	1907	4.779	7	1907	9.678
13:00 - 14:00	7	1907	4.674	7	1907	4.914	7	1907	9.588
14:00 - 15:00	7	1907	4.674	7	1907	4.846	7	1907	9.520
15:00 - 16:00	7	1907	4.794	7	1907	4.921	7	1907	9.715
16:00 - 17:00	7	1907	4.562	7	1907	4.592	7	1907	9.154
17:00 - 18:00	7	1907	4.577	7	1907	4.622	7	1907	9.199
18:00 - 19:00	7	1907	3.341	7	1907	3.850	7	1907	7.191
19:00 - 20:00	7	1907	2.165	7	1907	2.502	7	1907	4.667
20:00 - 21:00	7	1907	1.281	7	1907	1.738	7	1907	3.019
21:00 - 22:00	7	1907	0.262	7	1907	0.644	7	1907	0.906
22:00 - 23:00	7	1907	0.030	7	1907	0.187	7	1907	0.217
23:00 - 24:00									
Total Rates:			51.743			51.565			103.308

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:

1023 - 2440 (units: sqm)

Survey date range:

01/01/16 - 19/11/22

Number of weekdays (Monday-Friday):

7

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

1

Surveys manually removed from selection:

0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.