

Appendix D – Access and Movement

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Task 2: Baseline Review

Harborough Parking Strategy (2016)

Content

As observed in the Harborough Parking Strategy from 2016, both short and long stay parking in Lutterworth (and Market Harborough) is notably cheaper than in neighbouring comparator towns such as Rugby, Daventry and Hinckley. On-street parking is limited to 30-minute bays on Church Road and Market Square, with further uncontrolled bays on Station Road. In total, 205 publicly owned and publicly accessible short and long stay car parking spaces are located over 4 sites in the heart of the town centre, with spot count data from the Parking Strategy indicating that these car parks are operating at, or close to, full occupancy on weekdays, with 99% occupancy in the 3 short stay car parks between the hours of 12 and 3PM. This occupancy is likely to be tied to users of the core retail area focused on Church Street and the cluster of white-collar businesses on Bank Street. Saturday parking demand however showed a different trend, with a maximum average occupancy across the 3 short stay sites of 65%.

As per a recommendation of the study, free 30-minute 'pop-in' spaces have been added to Chapel Street car park since the study was completed, building on the successful 'pop and shop' model that has been established in Harborough. Previously aged pay and display equipment has also been upgraded in Lutterworth public car parks following the study, giving users the ability to pay for parking by cash and debit/credit card. These two investments are indicative of the pro-active approach that the borough is taking in relation to car parking.



Key implications for this Masterplan

- Spot count data for publicly owned car parks demonstrates significant variation in weekday and weekend occupancy rates. This Masterplan will therefore need to consider how Lutterworth's town centre offer can be improved to encourage greater use of town centre facilities and parking at weekends.

Lutterworth Town Centre Masterplan – MM Inputs

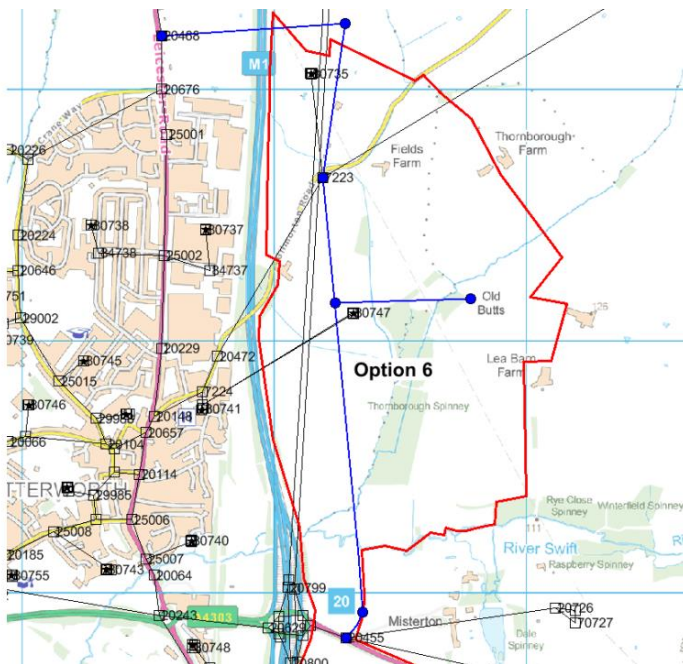
- Assessments of future off-street parking demand to a future year of 2030 using TEMPRO forecasts indicates that demand could not be satisfied in Lutterworth in 2030 and that additional weekday parking will be required. This Masterplan will therefore need to consider potential sites for the expansion of off-street parking supply.

Harborough District Local Plan: Preliminary Traffic Impact Assessment (2016)

Content

This Jacobs authored report presents the results of a Traffic Impact Assessments (TIA) of short-listed Harborough District Local Plan development options. Of the four short-listed options for local plan development that are recognised within the document, *Option 6: Lutterworth East SDA* is of most relevance to this Masterplan study. The relative merits of proposed highway improvements were tested in the Leicester & Lincolnshire Integrated Transport (SATURN) model to a future year of 2031.

Specifically for the Lutterworth East SDA, a new link or ‘spine road’ would be provided through the SDA site to connect the A403/Chapel Lane junction in the south, up to a new uncontrolled roundabout on the A4206, north of its existing junction with Bill Crane Way. This scheme would be a two-way single carriageway route, incorporating a new bridge over the M1 to connect the new settlement to the existing town.



Key implications for this Masterplan

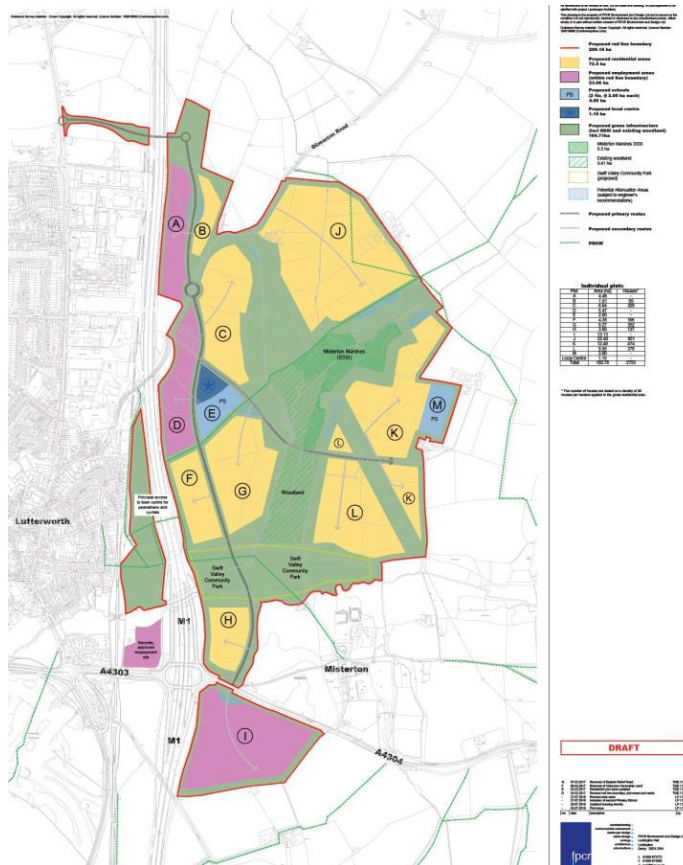
- Significantly, the AM and PM peak traffic forecasts with the new link road and signalisation of the M1 Junction 20 and newly signalised junctions on the A4303 and A404, showed “a large increase in delay” and knock-on impact on the surrounding road network. Even without the link road, existing local traffic issues may well impact on the ability of the town to realise strategic housing growth and therefore enhanced understanding of the knock-on impacts of potential highway investment will be essential in being able to formulate a preferred transport strategy for the town through this Masterplan.
- Further consideration of the highway impacts of the proposed Lutterworth East SDA on the existing town centre is required. To maximise return on investment in potential placemaking

and highway improvements at the heart of the town on the A426 High Street/Market Street, it is likely that reductions in traffic, rather than increases, will be required.

Lutterworth East SDA: Strategic Transport Assessment Exec Summary (2017)

Content

The proposed Lutterworth East SDA is expected to comprise up to 3,000 new homes, 23 HA employment land, two primary schools and a local centre. This development area will be accessed via a new single carriageway spine road, following the broad alignment shown in the adjacent plan.



Without the spine road, it is expected that the SDA will result in initial increases in traffic in Lutterworth town centre of close to 20% in the peak hours, however once the spine road is complete, traffic flows are forecast to decrease and this reduction would be supported by traffic management measures in the town centre which could include height and width restrictions and physical measures such as width restriction bollards and low speed zones. Following completion of the spine road, it is proposed to convert the existing crossing of the M1 at Gilmorton Road for use by public transport, cyclists, pedestrians and emergency vehicles only, helping reduce levels of through traffic in Lutterworth town centre.

Key implications for this Masterplan

- To ensure long term economic prosperity for both Lutterworth town centre and new development at Lutterworth East SDA, it is imperative that the two centres have a complimentary rather than competing offer. In transport terms, the need to deliver seamless connectivity across the M1 to connect both areas is vital to ensuring the vitality of the existing town centre.

- As is also noted within the Local Plan, there has been a long-standing aspiration from the local community for an eastern bypass of the town to help resolve traffic issues in the town. This proposal has now been wrapped up within the Lutterworth East proposals as the new spine road. It will be important to better understand the implications of this new route on the existing town centre when devising transport investment options for the town within this Masterplan, particularly in the context of potential traffic management and placemaking investments.
- The Lutterworth East SDA will need to be served via new or modified bus routes and services, potentially making use of the Gilmorton bridge. In considering potential investment options for the town centre bus network through this study, it will be important to consider the need for buses to serve the development area.
- It is also imperative that the operational and servicing requirements of existing town centre businesses are not forgotten when exploring opportunities for traffic management measures on the A426 once the spine road has been completed. It is likely that HGV's will still be required to serve existing town centre uses. This is also important in the context that it is understood the town currently has too few loading and unloading bays to cater for demand.



Harborough Local Plan 2011 to 2031 (2017)

Content

The Magna Park distribution site to the west of Lutterworth is referenced as the largest single employment centre in the District in terms of land (223 hectares) and jobs (c9300) and there is a need to safeguard adjacent land for expansion. Excellent access to the motorway network has been a key facet to the growth and economic success of the site; the need to retain and enhance this access in the face of wider development and enhanced vehicular traffic in the area is an important consideration for the emerging transport strategy in Lutterworth.

A key element of the Local Plan vision for the Harborough District over the plan period to 2031 reads as follows:

Lutterworth Town Centre Masterplan – MM Inputs

The impact of heavy goods vehicles and traffic more generally on noise and air pollution in Lutterworth town centre will have been reduced and the environmental quality of the town centre improved, thereby enabling its historic core to be enhanced and appreciated more fully.

Key implications for this Masterplan

- The passage from the Local Plan vision listed above is of headline significance for the preferred transport strategy for Lutterworth that is to be developed through this Masterplan. This Masterplan must develop and assess potential options for reducing the impact of traffic in Lutterworth town centre to help enhance quality of place in the town, whilst being mindful of the need to retain and enhance the economic vitality of key employment areas such as at Leicester Road and Magna Park.

Lutterworth AQMA

Content

An Air Quality Management Area (AQMA) has been in place at the north end of the Lutterworth town centre since 2001, covering Market Street and its junctions with George Street and Walker Manor Court. Nitrogen dioxide is the pollutant being monitored in this location and the source of this pollution is principally associated with road transport.



Key implications for this Masterplan

- As advised by Harborough District Council, in order to assist with the drive for air quality improvements in Lutterworth, it is advantageous to keep levels of acceleration and deceleration in vehicles using the Market Street corridor as low as possible. In the short term, there is consequently a need to deliver a continual flow of vehicles through the area.
- Thinking more longer term, there could be opportunities to reroute some of the through traffic using Market Street away from the corridor by using the new Lutterworth East SDA spine road, helping deliver improvements in air quality and increasing the feasibility of downgrading the route to bring forward public realm and traffic management improvements. This would likely serve as a catalyst for enhanced economic growth along Market Street, a street with a number of vacant retail and commercial units.

Task 3: Movement Appraisal

Accompanying text for the plans

A) Strategic Road and Rail Links

Lutterworth sits within the boundaries of the M1, M6 and M42 motorways, an area referred to as the 'Golden Triangle' for logistics companies because of its excellent highway connectivity. These strategic highway links have helped support the success of the town's major employment site, Magna Park, and also deliver excellent connectivity to regional and national destinations. At the same time, travel to work data for the Ullesthorpe Ward, that Magna Park sits in and dominates in terms of jobs, suggests that 85% of employees in this ward drive to work. This is indicative of a high reliance on travel to car for employees at Magna Park. Given the fact that neither Lutterworth town centre or Magna Park are served by the rail network, this Masterplan should therefore explore how the local bus network can provide a more feasible and attractive mode of travel to and from Magna Park. For residents, workers and visitors in Lutterworth, Rugby and Market Harborough, both of which are main line stations with direct connections to London, provide the closest point of access to the rail network. Central London can be accessed within an hour for rail services calling at either Rugby and Market Harborough and key strategic transport priorities going forward should be to support access from Lutterworth to these two stations as part of a longer journey.

B) Journey Times to Key Regional Destinations

As a result of Lutterworth's strong highway connectivity, a number of key regional centres across the Midlands are all accessible within a typical 60-minute drive from the town centre. This offers both advantages and disadvantages for the town. On one hand, skilled workers are able to easily commute from Lutterworth's attractive residential suburbs to employment opportunities in large neighbouring centres such as Leicester, Coventry and Birmingham, as well as neighbouring Magna Park. However, as a result of such advantageous journey times, residents of Lutterworth are also able to easily access attractive retail offers in areas such as Leicester's High Cross and Elliott's Field in Rugby, reducing spending in the heart of Lutterworth. Through this Masterplan, consideration will need to be given to the function of the Lutterworth town centre going forward and this will have implications on the transport strategy for the town.

C) Publicly Accessible On and Off Street Parking

As per the Harborough Parking Strategy (2016), Lutterworth's public off-street car parks are operating at close to capacity during the week. There will be a need to explore locations for expansion of Lutterworth's off-street parking offer through this study to be able to accommodate the pressures of new economic development, including the Lutterworth East SDA. Off-street private parking, is plentiful, with over 400 spaces located across the town. Waitrose and Morrisons supermarkets offer free parking for 2 hours, whilst the Wycliffe Rooms charge £2 per visit. Building on the work of the Harborough Parking Strategy, weekday and weekend spot counts on the town's privately owned car parks will be useful in helping to inform potential investment in new parking facilities in Lutterworth. On-street parking is limited to a small number of short stay bays on Church Street and at Market Square, the latter of which are unavailable for use on market days, with unrestricted bays located on Station Road.

D) & E) Bus Routes & Town Centre Bus Frequencies

Lutterworth is served by six core bus routes, delivering connectivity for the town to key local and regional destinations including Hinckley, Leicester, Market Harborough and Rugby. The Magna Park

employment site is also served by three routes, of which the X45 provides one early morning service between Leicester and Magna Park in each direction (arriving at Magna Park at 05:42), and one late evening service in each direction (departing Magna Park at 22:15), serving the needs of some shift workers. Evening and Sunday services across all bus routes are limited and analysis of any available bus patronage data will be important in being able to consider potential changes to the network. Whilst overall penetration of existing services is fairly good, there will be a need to consider changes to the network as new development comes forward, specifically the Lutterworth East SDA.

Arriva announced their intention in mid-2018 to withdraw the 58 service which links Lutterworth with Market Harborough, with the bi-hourly service now being supported by the public purse. This is indicative of low patronage levels for buses in the town. The overall public transport offer for the town, including potential bus service amendments and improvements, will need to be considered in the context of the wider regeneration aspirations of this Masterplan. In total, Lutterworth town centre is served by a maximum 3.5 buses per hour in each direction during the weekday daytime. There may be potential to deliver public realm improvements in the town whilst not significantly impacting adversely on town centre bus operations.

F) Collision Map

For a town of its size, there are a relatively low number of traffic collisions that have been reported in Lutterworth in the previous 3 years for which records are publicly available (2015-2017 inclusive). There have been a very small number of incidents on some of the town centre's core streets including High Street/Market Street, George Street and Church Street, with few of these incidents involving pedestrians and cyclists. The Frank Whittle Memorial Roundabout to the south of the town where the A4303 meets the A426 is the only collision hotspot of any note, with incidents clustered on the southern arm of the junction. Highway proposals for the Lutterworth East SDA have proposed signalling this roundabout to primarily assist with improved traffic flow in the face of increased travel demand. It is likely that this signalisation would also help deliver safety improvements through reduced speed of travel through the roundabout.

G Pedestrian Movement & Severance

Pedestrian severance on High Street/Market Street is a fundamental issue that this Masterplan will look to address. Only one controlled crossing point is located on the stretch of the High Street between its junctions with Stoney Hollow and George Street, and the lack of crossing facilities for pedestrians, combined with a wide road and frequent numbers of HGVs running through the town, creates a poor overall retail environment in the town centre. This overall poor environment is likely to have contributed to the limited footfall and subsequently the increased retail and commercial vacancy on the High Street in recent years, including the closure of both Barclays and Natwest banks. Going forward, to deliver regeneration and improved vibrancy of the town centre, enhanced public realm and the overall look and feel of the High Street must be explored. The opening of the spine road in the Lutterworth East SDA and the potential to shift through traffic away from the heart of the town, presents a major opportunity to add vitality and vibrancy to Lutterworth's High Street.

Lutterworth Town Centre Masterplan – MM Inputs

