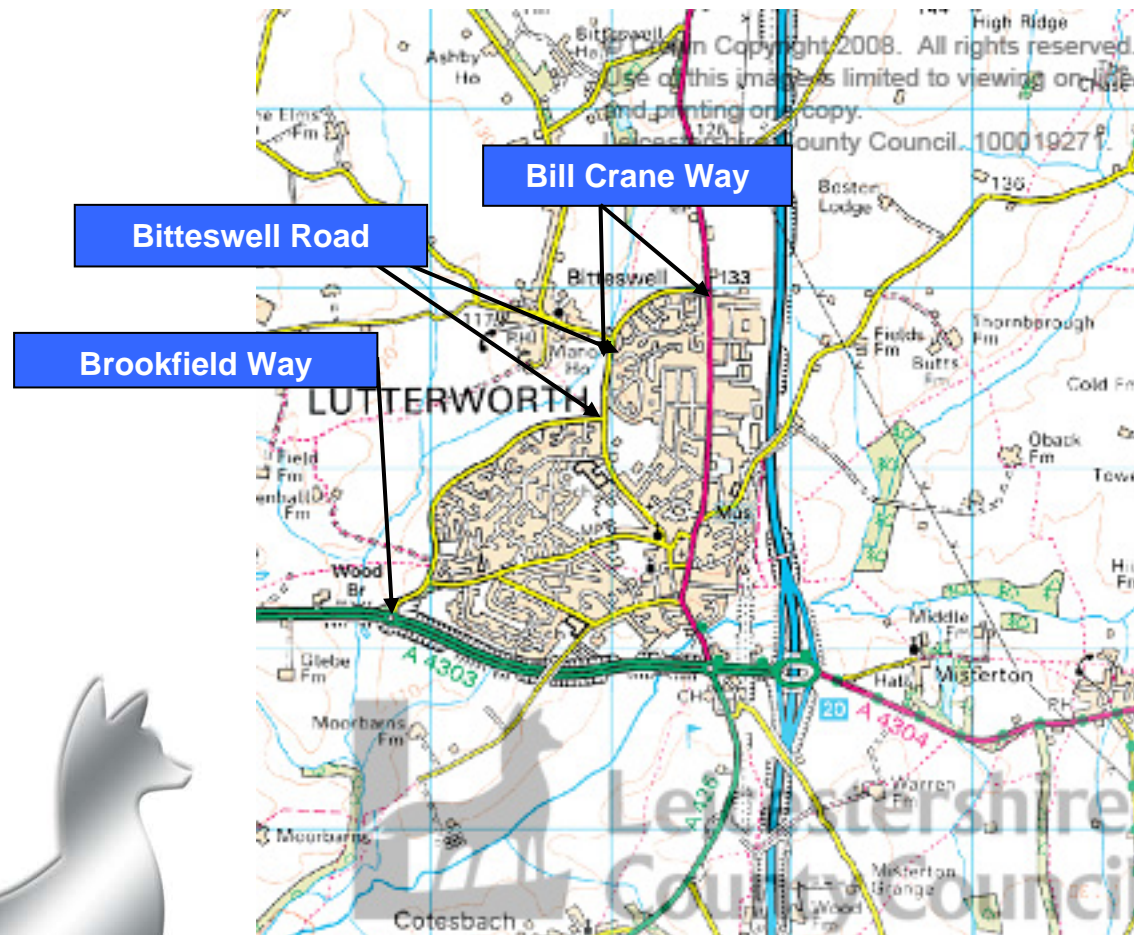


# **Lutterworth Traffic Study**

**February 2008**



# Existing Situation



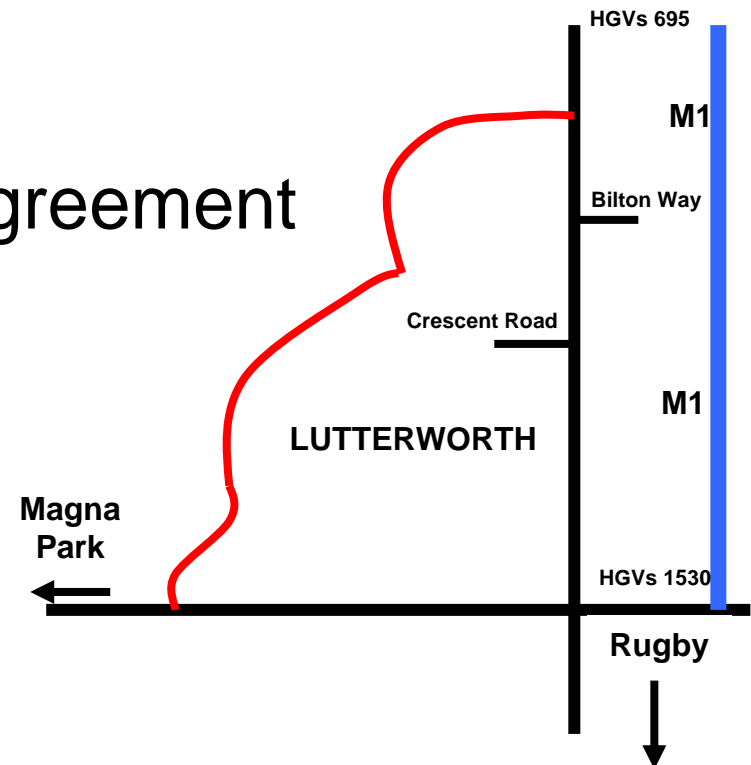
# Existing Situation

- Lorries cause traffic nuisance in Lutterworth town centre
- NO<sub>2</sub> Air Quality Management Area declared in 2001



# Existing Situation

- Weight restriction on Brookfield Way / Bitteswell Road
- Magna park routeing agreement



# Background to the existing Western Relief Road

- Bill Crane Way and Brookfield Way were constructed by developers as Phases I and II of a western relief road
- Stage III, Brookfield Way – Bitteswell Road, is identified in the local plan as to be provided by Leicestershire County Council





# Bill Crane Way – at junction with Leicester Road



# Bitteswell Road





# Bitteswell Road at junction with Brookfield Way





# Brookfield Way looking towards junction with Bitteswell Road



# Brookfield Way (north)





# Brookfield Way (south)





# Traffic Study

Leicestershire County Council commissioned Scott Wilson Consultants to carry out a study to

- Assess traffic (predominantly HGV) movements in and around Lutterworth
- Investigate the cost and feasibility of three options for providing an alternative route to the town centre for HGVs
- Establish what the impact on HGVs in Lutterworth would be if there was a bypass of Sharnford and quarry traffic was routed away from Lutterworth.



# Study approach – traffic data

- Automatic number plate recognition surveys (ANPR)
- Automatic count data
- Manual counts



# Study outputs – traffic data

## HGVs on A426 town centre (12 hour)

- Total HGVs 1530
- Estimated through HGVs 695
- Approximately 20% of these are quarry lorries
- Over 50% have business in Lutterworth.

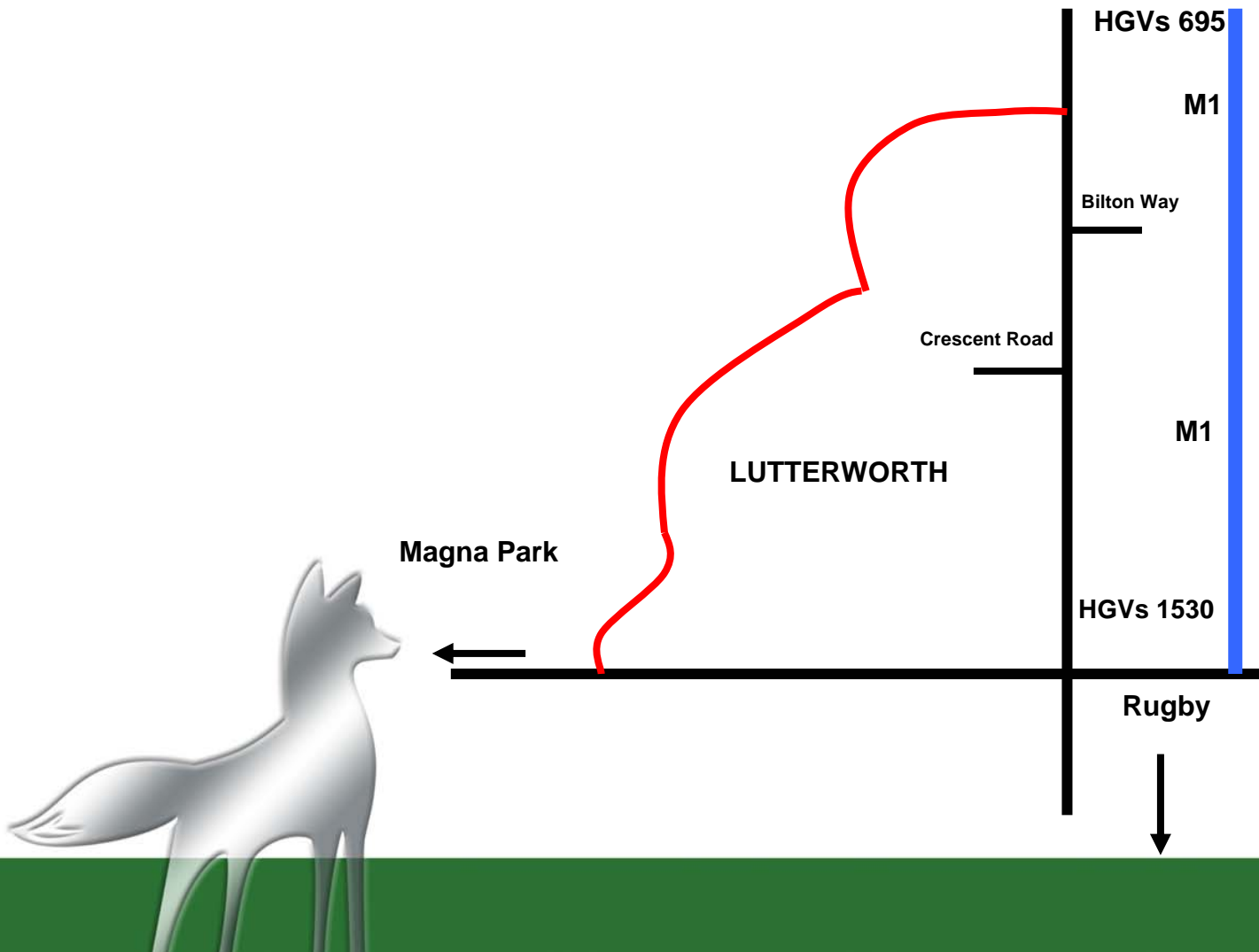
## HGVs on A426 north of Bill Crane Way (12 hour)

- 920





# Study outputs – traffic data



# Study Outputs – route options

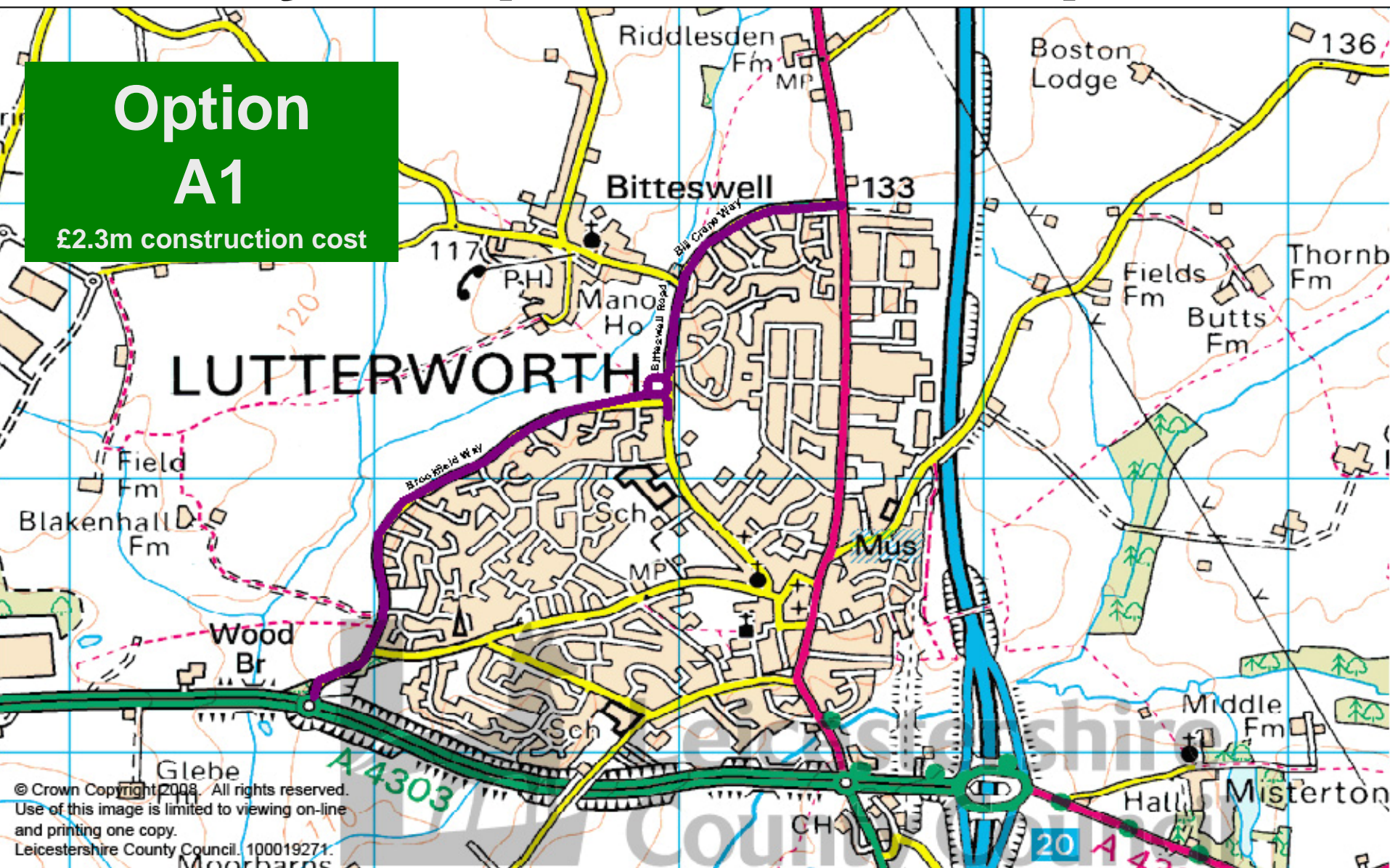
- A Complete existing western route – three options considered
- B New Western Route
- C New eastern route including split junction on the M1



# Study Outputs – route options

## Option A1

£2.3m construction cost

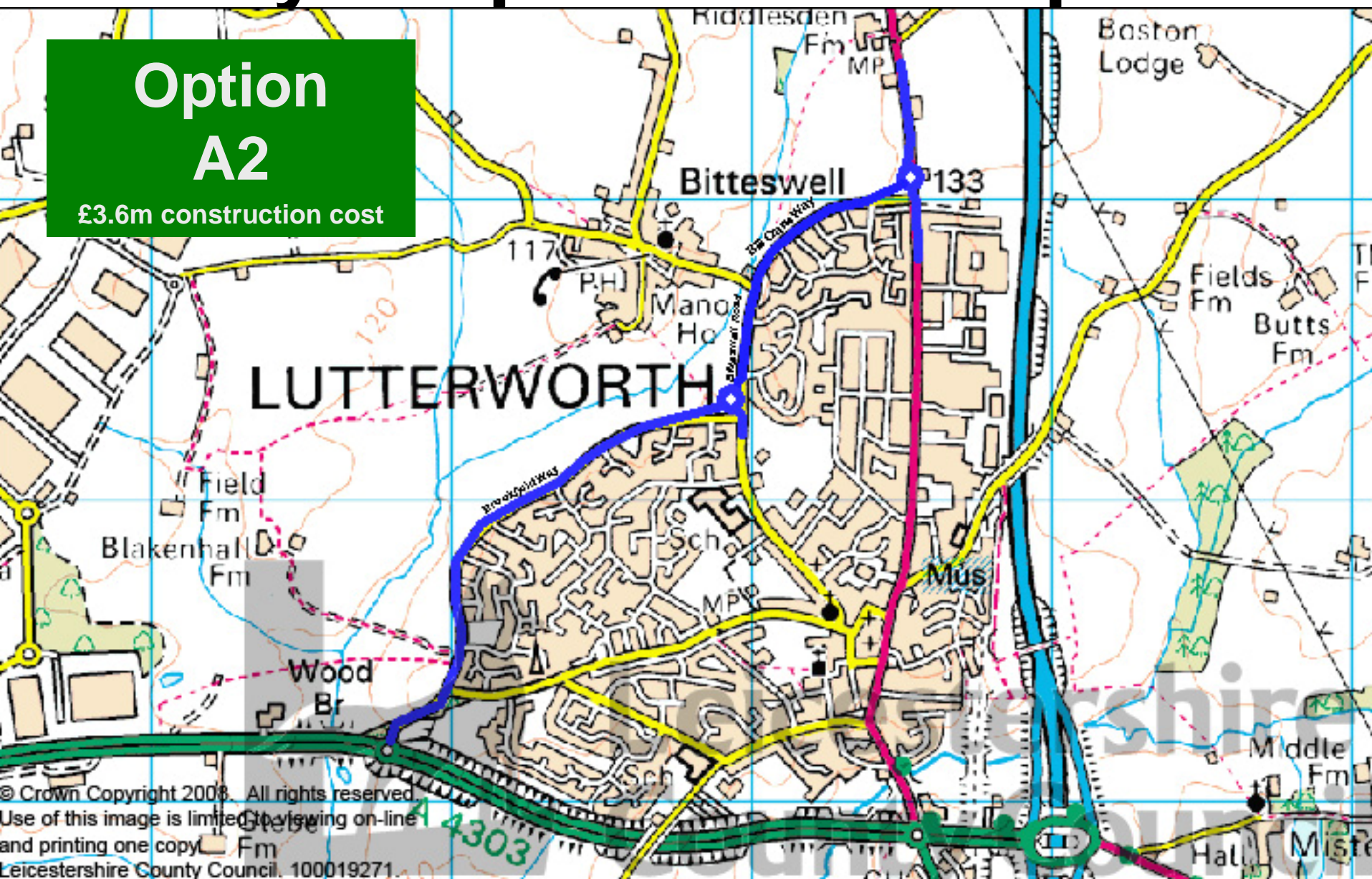




# Study Outputs – route options

## Option A2

£3.6m construction cost

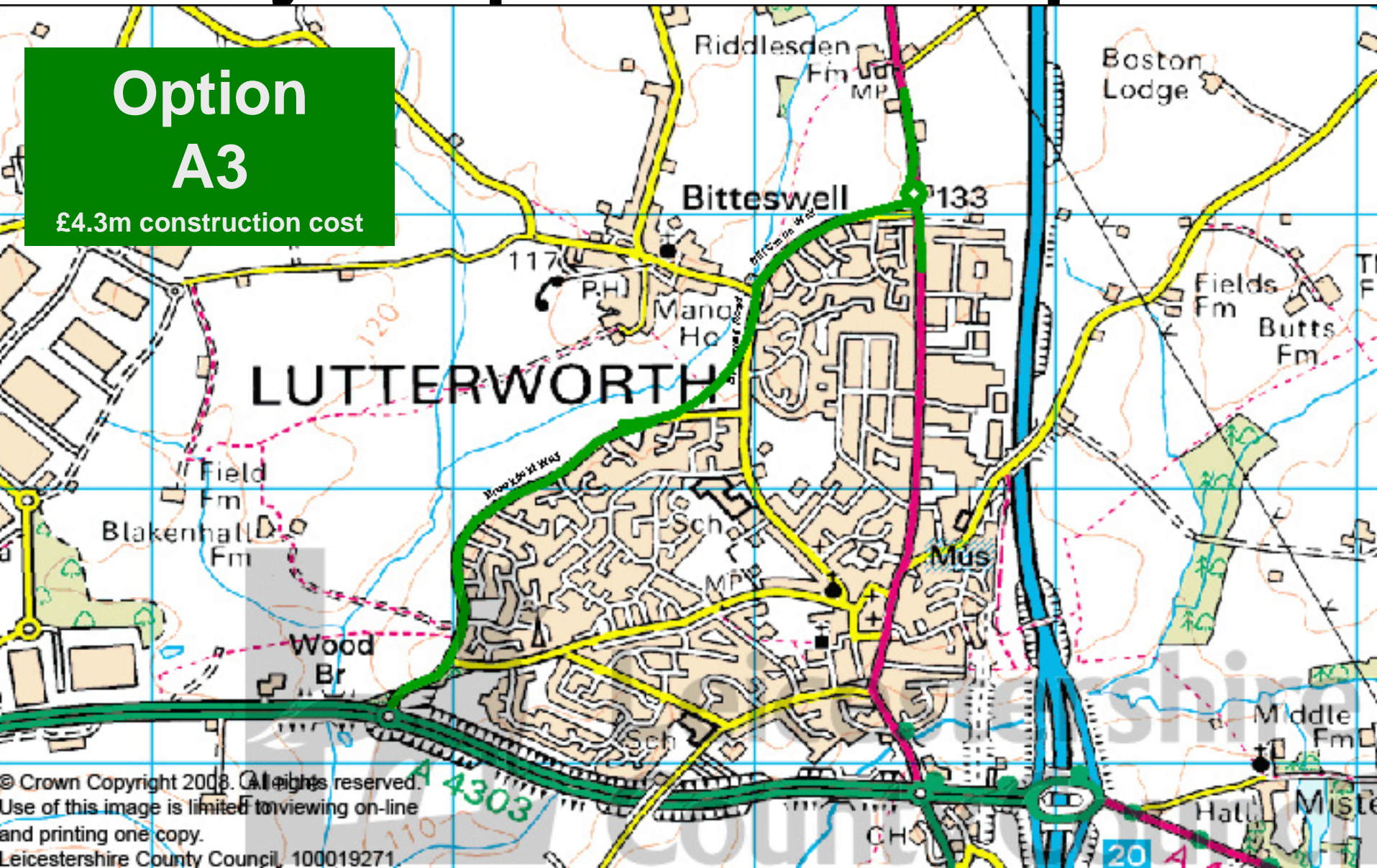




# Study Outputs – route options

## Option A3

£4.3m construction cost

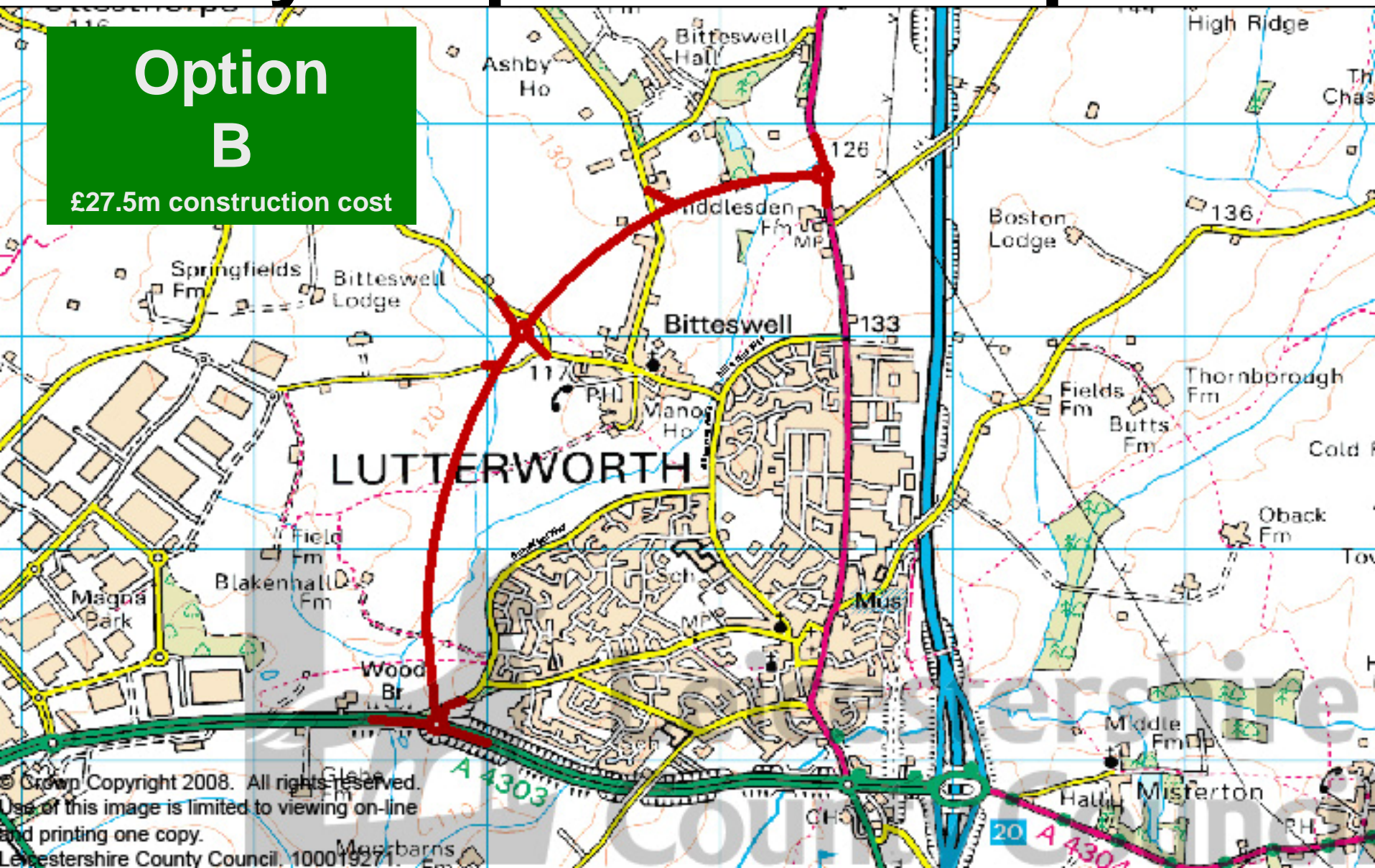




# Study Outputs – route options

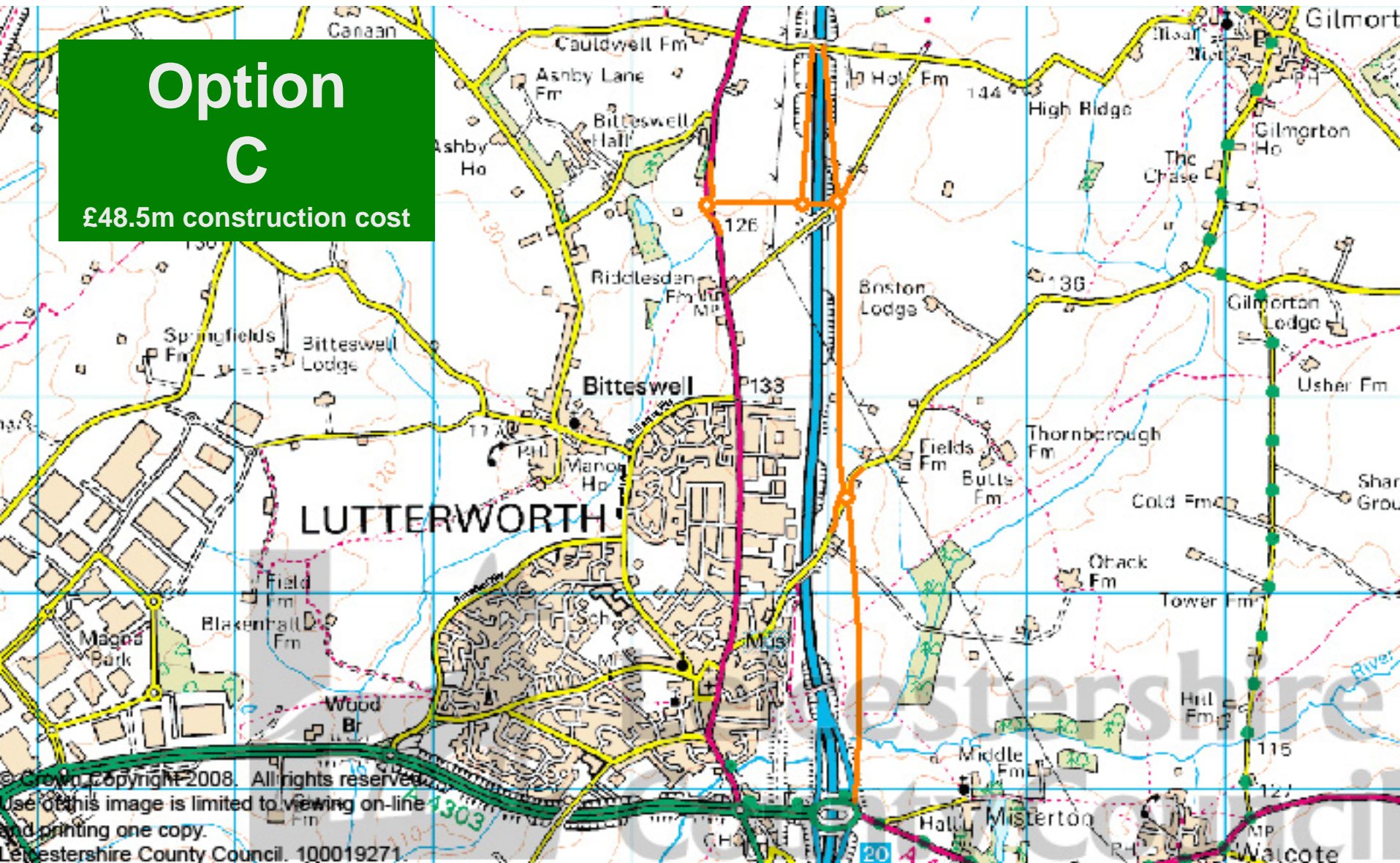
## Option B

£27.5m construction cost



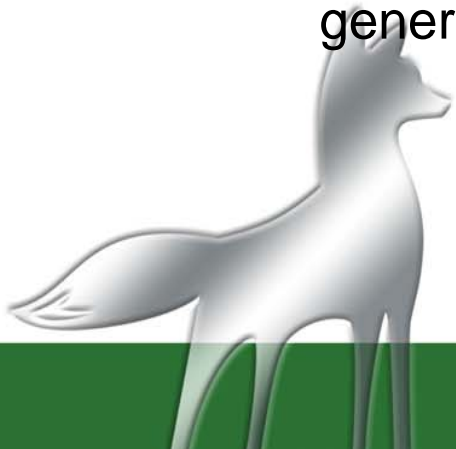


**£48.5m construction cost**



# Study Outputs – Option A

- Would provide an alternative HGV route to the town centre
- Town centre would still be an attractive route for through lorries, so restrictions would need to be in place
- Just over 50% of HGVs in the town centre have business in Lutterworth. HGV restrictions in the town centre this would mean lengthy diversions for this traffic.
- The completed Western relief road would attract very little general traffic.



# Study Outputs – Option B

- Same points as option A apply

But

- The HGV diversion around Lutterworth would be longer



# Study Outputs – Option C

- Would be good at removing HGVs from the town centre, but very expensive





# Sharnford

- Potential to reduce HGVs by 286 a day in Lutterworth town centre .

But

- Increased distance from 15.2 km to 20.6 km
- Increased journey time from 15.5 minutes to 18 minutes
- Won't solve everything...



# Where the money comes from

- Regional Funding Allocation
  - Local Transport Plan
  - Developers
- 
- All would need a value for money test



# Summary

- Around 50% of HGVs in Lutterworth town centre have their origin or destination in Lutterworth
- Any new route would mean lengthy diversions for those HGVs business in Lutterworth
- All options for creating a new north – south route in Lutterworth are struggle to meet the value for money criteria for major scheme funding
- A possible bypass of Sharnford could reduce HGVs in the town centre by approximately 20%, but routing agreements to route those vehicles away from Lutterworth

