

TN001: Land Opposite Magna Park, Lutterworth – Transport Appraisal

Discipline Transportation	Date 26 January 2024	Project number 60470988
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Revision History

Revision	Revision date	Details	Authorised	Name	Position

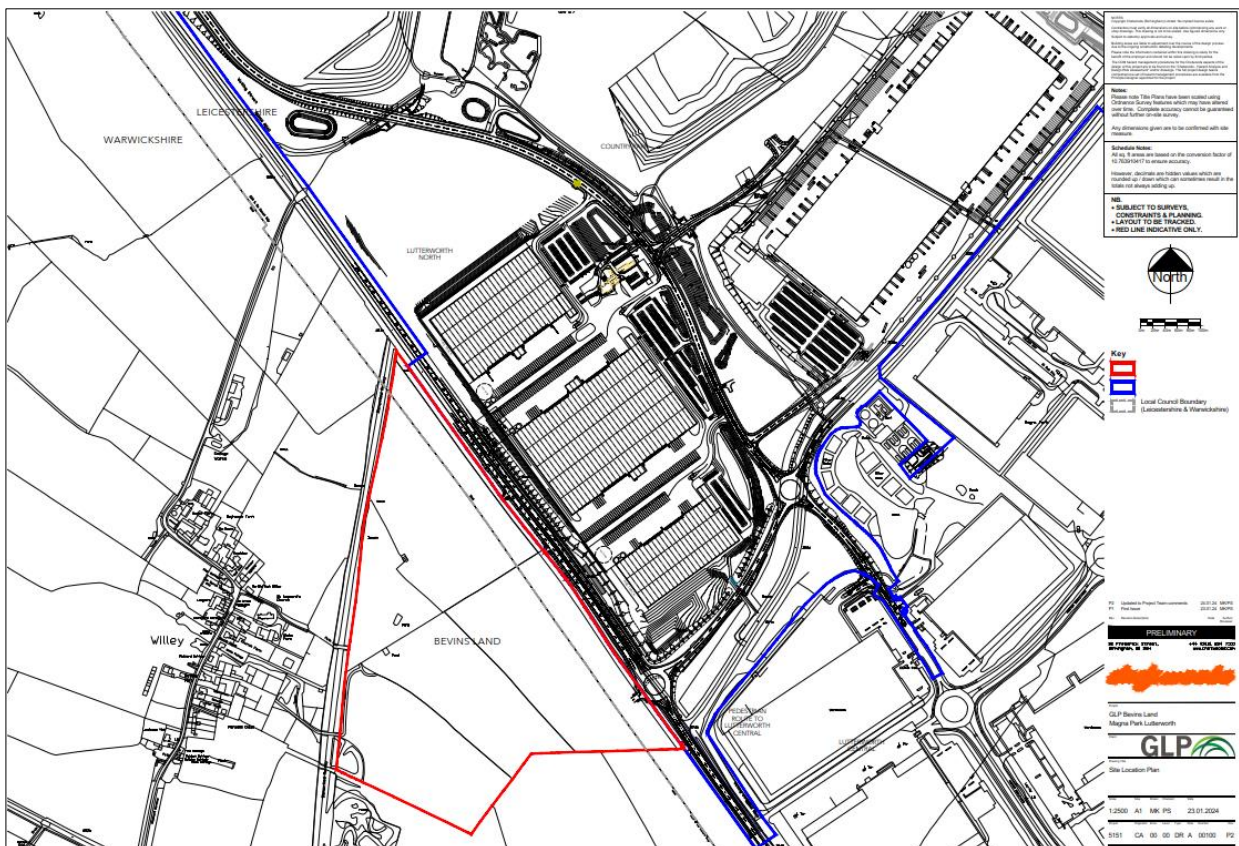
1. Introduction

- 1.1 AECOM has been appointed by GLP to prepare a preliminary transport appraisal of land opposite Magna Park (MP), Lutterworth. The purpose of this Technical Note is to identify the opportunities and constraints related to potential future employment-based development on the site.
- 1.2 AECOM has been providing GLP with transport support related to the existing Magna Park site over a number of years, including the preparation of Transport Assessments in support of several planning applications, and therefore are familiar with the operation of the local highway network and the existing public transport and active travel provision in the area.

2. Site Location

- 2.1 The site (Land Opposite MP Lutterworth) borders the A5 to the south and east and is adjacent to the large strategic distribution / logistics development at Magna Park. To the west is the village of Willey and to the south is agricultural land, beyond which is Coal Pit Lane which connects to the A5 in the east at the Cross in hand roundabout.
- 2.2 The site location is shown in Figure 2-1 below. GLP are seeking to deliver a logistics scheme at Land Opposite MP Lutterworth, and a plan showing illustrative development parcels is shown in Figure 2-2 below.

Figure 2-1: Site Location Plan



Source: Chetwoods (Drawing No. 5151-CA-00-00-DR-A-00100 Rev P2 'Site Location Plan')

Figure 2-2: Illustrative Development Plots



Source: Chetwoods (Drawing No. 5151-CA-00-00-DR-A-00062 Rev P4 'Illustrative Development Plots')

3. Vehicle Access

- 3.1 The site has direct access to the A5 via the existing A5/Mere Lane roundabout junction. There is an existing stub arm on the roundabout that provides direct access into the site.
- 3.2 The A5 is part of National Highway's Strategic Road Network, and provides convenient access to the M1, M6 and M69. The site is therefore ideally located to accommodate the HGV traffic movements that would be generated by development of the site for warehousing and distribution.
- 3.3 It is envisaged that the existing access into the site would be enlarged to accommodate HGV movements in and out, and these improvement works could be achieved without having to increase the size of the roundabout, thereby minimising disruption to existing traffic flows on the A5.

4. Highway Network

- 4.1 In 2023 GLP received resolution to grant planning permission for a biomethane refuelling station, petrol filling station with ancillary retail and drive through restaurants (application reference 20/02075/OUT) located on land to the south of Mere Lane and immediately east of the A5/Mere Lane junction.
- 4.2 AECOM prepared a Transport Assessment that was submitted in support of the application, and this included an assessment of the capacity of the A5/Mere Lane junction. The results of the assessment indicated that the roundabout would continue to operate within capacity up to 2032.
- 4.3 The operation of the A5/A4303/ B4027/Coal Pit Lane (Cross in Hand) roundabout was also assessed, and this was also shown to operate within capacity up to 2032.
- 4.4 The results of the assessments were accepted by both the local highway authority (Leicestershire County Council) and national Highways, and indicate that there is capacity in the network within the vicinity of the site to accommodate additional traffic generated by development on Land Opposite MP Lutterworth.
- 4.5 GLP has also been involved in discussions with National Highways regarding capacity issues at the A5/A426/Gibbet Lane (Gibbet Hill) roundabout. It is understood that National Highways, in conjunction with Leicestershire and Warwickshire County Councils, are developing an improvement scheme for the junction to address existing queuing that occurs during peak periods, with a target implementation date in 2028.
- 4.6 Improvements at the junction are considered critical by the A5 Partnership, which includes Harborough District Council, Leicestershire County Council, Hinckley and Bosworth Borough Council and Blaby District Council, who are calling on the Government to invest in the A5 route over the next decade in order to future-proof it to ensure employment and housing growth can come forward in the area.
- 4.7 A significant amount of funding has already been secured for the Gibbet Hill roundabout improvement scheme, including contributions from GLP, and it is understood that the scheme is likely to be included in National Highways' third Road Investment Strategy (RIS3) covering the period 2025 to 2030.
- 4.8 The existing Magna Park site has a strategy in place to ensure HGVs do not use local minor roads, and the same restrictions would be applied to occupiers on Land Opposite MP Lutterworth.

5. Public Transport

- 5.1 Magna Park is served by several regular bus services from across the local area, providing links to Lutterworth, Leicester, Hinckley and Rugby. There are bus stops located throughout the Magna Park site, as shown in Figure 5-1. The closest existing bus stops to the site are stop stops F and G on Argosy Way, approximately 575m away from the centre of the site.

Figure 5-1: Bus Stop Locations



Source: Magna Park Lutterworth website (<https://lutterworth.magnapark.co.uk/transport/buses>)

5.2 GLP has a direct relationship with Arriva to deliver bus services to Magna Park, including a service from Rugby. The Magna Park website provides links to bus timetables and information on period season tickets (<https://lutterworth.magnapark.co.uk/transport/buses/>). A summary of the buses serving Magna Park is presented in Table 5-1.

Table 5-1: Buses serving Magna Park

Service	Route	Frequency	Frequency
X45	Leicester – Lutterworth – Magna Park	Mon-Sat	Hourly
		Sun	3/day
X84	Rugby – Newton – Magna Park	Mon-Sat	Hourly
		Sun	3/day
MP8	Hinckley Bus Station – Magna Park	Mon-Sat	Hourly
		Sun	3/day

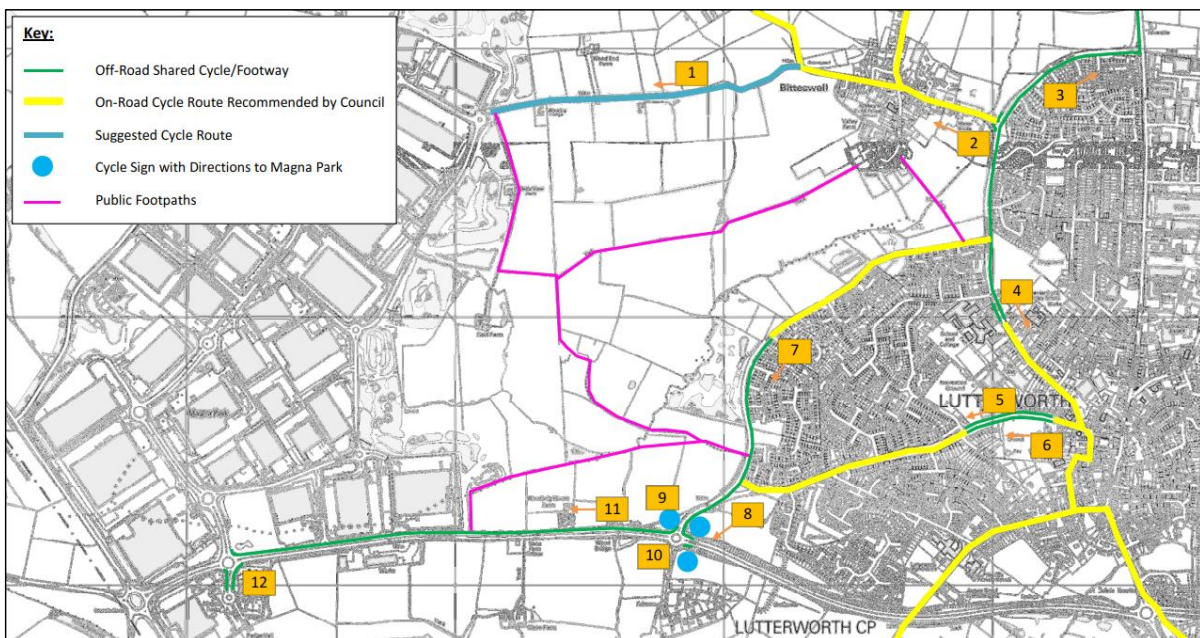
5.3 Extending the existing bus routes the short distance into the site could be achieved with minimal disruption to existing timetables and provide excellent public transport links the site making travel by bus an attractive option for staff.

6. Walking and Cycling

6.1 There is an existing uncontrolled crossing on the A5 to the south of the junction with Mere Lane, utilising the splitter island at the roundabout, providing a continuous pedestrian link between the site and the main Magna Park site via Mere Lane. This connects the site to the wider footway network.

- 6.2 Lutterworth town centre is located approximately 3.8km from the site (measured as the crow flies), or approximately 5.4km via the existing footways within Magna Park, the A4303 and Coventry Road. The main part of the town, which has grown up to the west of the centre, is approximately 1km closer.
- 6.3 At an average cycling speed of 24 km/hr (15mph) the journey between the centre of Lutterworth and site would take around 14 minutes by bicycle. The journey from the main residential area to Magna Park would take approximately 11 minutes. The same journey on foot would take approximately 50 minutes.
- 6.4 There is a segregated shared footway/ cycleway that runs along the north side of the A4303 between Coventry Road and Magna Park. From the main Magna Park access cyclists can access the Site via the internal roads within Magna Park, including Hunter Boulevard, Argosy Way and Mere Lane.
- 6.5 The most direct route for pedestrians from Lutterworth is via the shared footway/ cycleway that runs along the A4303. However, there are also a number of footpaths and minor roads that provide direct links from Magna Park to Lutterworth and Bitteswell. Woodby Lane is a narrow lightly trafficked road that connects the north east corner of Magna Park to Ullesthorpe Road just to the west of Bitteswell. Woodby Lane is not open to through traffic but cyclists and pedestrians can access Magna Park at its western end. Although not lit, it is part of an attractive route for these modes particularly during the summer months.
- 6.6 Existing cycle and footway facilities between Lutterworth and Magna Park are shown in Figure 6-1.

Figure 6-1: Pedestrian and Cycle Facilities



- 6.7 There is an existing public bridleway from Willey to a point on the A5 just to the south of the Mere Lane junction, passing through the site. This public bridleway would be diverted around the perimeter of the site to re-join the existing route at the A5/Mere Lane junction. This is illustrated in Figure 2-2 above.

7. Magna Park Travel Plan

- 7.1 There is an existing Framework Travel Plan that covers the Magna Park site. A Site Wide Travel Plan Coordinator has been appointed by GLP and is responsible for managing the Travel Plan. All new developments within the Magna Park site are required to adhere to the principles of the Framework Travel Plan.
- 7.2 The principal objectives of the Framework Travel Plan are as follows:
- **Objective 1** - to actively promote car sharing between employees at Magna Park;
 - **Objective 2** - to increase the role of walking and cycling as transport modes, in support of wider transport, health and social policy objectives; and

- **Objective 3** - to develop safe, convenient, efficient and attractive transport infrastructure which encourages and facilitates the use of walking, cycling and public transport and which minimises reliance on and discourages unnecessary use of private cars.

7.3 As part of the Travel Plan measures, the Magna Park website includes details of a site wide car sharing initiative. Details can be found at:

<https://lutterworth.magnapark.co.uk/transport/liftshare/>

7.4 The car sharing scheme has been set up through Liftshare, the UK's largest lift sharing community. New employees are made aware of the scheme and encouraged to register their interest through the website. The site wide scheme extends the opportunity for car sharing between employees of different businesses at Magna Park.

7.5 New employees are also made aware of the existing public transport services and the location of the bus stops adjacent to the Site on Argosy Way, as well as the information available on the Magna Park website.

7.6 As an extension to the existing Magna Park site, the benefits of the existing Travel Plan would be extended to include occupants on the Land Opposite MP Lutterworth site.

8. Summary and Conclusions

8.1 This Technical Note provides a preliminary transport appraisal of land opposite Magna Park, Lutterworth, and the opportunities and constraints related to potential employment-based development on the site.

8.2 The land is located opposite the existing Magna Park warehouse and distribution park, on the western side of the A5. The site benefits from existing direct access to the A5 at the A5/Mere Lane junction via a stub arm on the roundabout. This arm could be enlarged to accommodate HGV movements without any significant impact on the existing roundabout or disruption to traffic flows on the A5.

8.3 The A5 is part of the Strategic Road Network, and provides convenient access to the M1, M6 and M69. The site is therefore ideally located to accommodate the HGV traffic movements that would be generated by development of the site for warehousing and distribution.

8.4 Capacity assessments carried out in 2023 as part of a planning application for a refuelling station/HGV parking development on Mere lane indicate that there is capacity available on the highway network in the vicinity of the site to accommodate additional traffic that would be generated by development on Land Opposite MP Lutterworth.

8.5 GLP has been involved in discussions with National Highways regarding improvements at Gibbet Hill roundabout, and National Highways, in conjunction with Leicestershire and Warwickshire County Councils, are developing an improvement scheme for the junction to address existing congestion that occurs during peak periods. It is understood that the scheme is likely to be included in National Highways' RIS3 program. GLP has previously provided contributions towards these junction improvement works.

8.6 The existing Magna Park site has a strategy in place to ensure HGVs do not use local minor roads, and the same restrictions would be applied to occupiers on Land Opposite MP Lutterworth.

8.7 Magna Park is served by several regular bus services from across the local area, providing links to Lutterworth, Leicester, Hinckley and Rugby. The location adjacent to the existing Magna Park site allows these services to be extended into the site with minimal disruption to existing timetables, providing excellent public transport links and making travel by bus an attractive option for staff.

8.8 There is an existing pedestrian crossing on the A5 to the south of the junction with Mere Lane linking the site to Mere Lane, the existing footways within Magna Park and the wider network linking to Lutterworth town centre. The journey between Lutterworth and the site would take approximately 14 minutes by bicycle.

8.9 Magna Park has an existing Framework Travel Plan. As an extension to the existing Magna Park site, the benefits of the Travel Plan could be extended to include occupants on the Land Opposite MP Lutterworth site, including access to the existing car sharing scheme.

8.10 No major transport constraints have been identified, and the site has existing direct access to the A5. The location opposite Magna Park ensures that the site can benefit from the existing public transport and pedestrian and cycle infrastructure already in place, and employees can take advantage of the existing Travel Plan measures including the car sharing initiative.