

GILMORTON NEIGHBOURHOOD PLAN  
TRANSPORT STRATEGY

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## Introduction

1. The Neighbourhood Planning Group in Gilmorton commissioned ADC Infrastructure to provide transport advice in support of their Neighbourhood Plan. A first report was prepared to critique the recent residential planning applications that have come forward in the village. This second report builds on that baseline and examines the transport related issues within the village and sets out a strategy for how this may be resolved. These solutions could be incorporated in the Neighbourhood Plan.

## Site location and existing conditions

2. Gilmorton is a village in the Harborough District in Leicestershire. It is located 5 kilometres northeast of Lutterworth and 16 kilometres south of Leicester (see **Figure 1**).

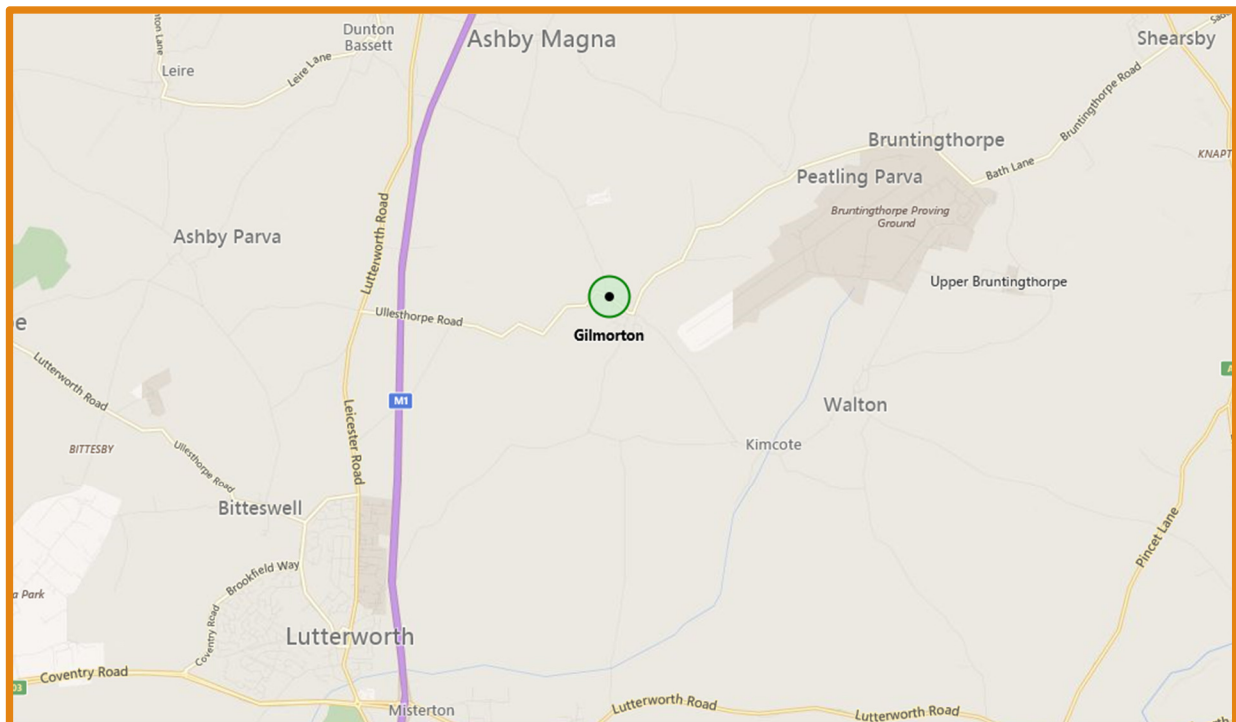


Figure 1 : regional context

3. Main Street runs through the centre of the village from northwest to southeast with houses both sides of the road, see **Figure 2**. To the east Main Street turns into Kimcote Road and heads out of the village in a southeast direction towards the village of Kimcote. Within the village Kimcote Road has housing on the southern side at its western end and as it proceeds to the edge of the village becoming more rural in nature. At the western end of the village Main Street turns into Ashby Road, which runs in a north/south direction heading north out of the village, it has housing on both sides of the road until it reaches the edge of the village.
4. Ullesthorpe Road also connects with Main Street at its western end, heading west towards Ashby Pava. Ullesthorpe Road at its eastern end, has housing and the primary school, as it proceeds past the school heading south the speed limit changes to the national speed limit and it becomes more rural in nature.
5. Mill Lane is another main road within the village which connects with Kimcote Road and runs in a north/south direction out of the village. There are houses at the southern end of Mill Lane, as it heads north there are only houses on the western side towards the edge of the village. As it reaches the edge of the built-up area the speed limit changes to the national speed limit and it becomes more rural in nature.

6. Lutterworth Road also runs in a north/south direction from a T-Junction with Main Street heading south out of the village. It has houses on both sides of the carriageway at its northern end extending out of the village. At the edge of the village it becomes more rural in nature and the speed limit changes to the national speed limit.
7. The entire village has a 30mph speed limit extending to the currently built up edge of the village in all directions.

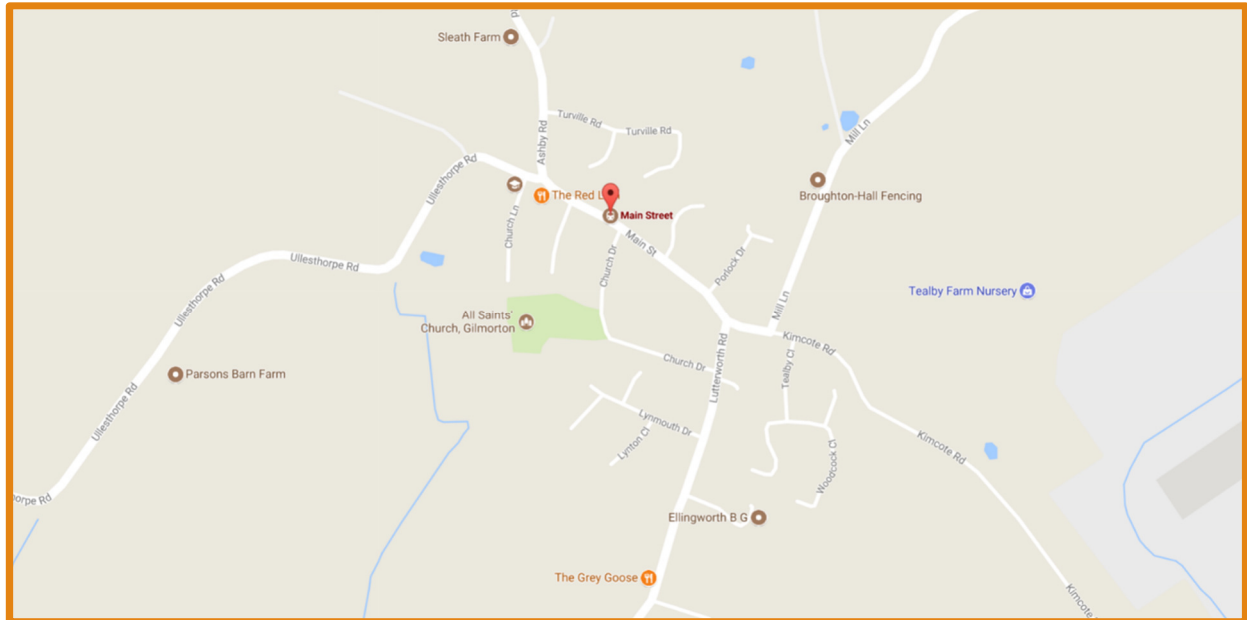


Figure 2: Gilmorton local context

### Opportunities for sustainable travel

8. All of Gilmorton and its associated facilities are within acceptable walking distance<sup>1</sup> of the centre of the village. Those facilities include Gilmorton Chandler Church of England Primary School, village store and Post Office, village hall, three pubs, Gilmorton playing fields, and Gilmorton recreation ground (Figure 3).



Figure 3: Local facilities

<sup>1</sup> Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000

9. **Figure 4** shows a 2km walking catchment from the centre of the village. It shows that the whole of Gilmorton would be within walking distance for pedestrians. There are footways along both sides of Main Street, Ashby Road and Lutterworth Road. There is a footway on the western side of Mill Lane, and the southern side of Kimcote Road. The majority of the smaller residential roads within the village, which are fronted by housing development also have footways. There are no formal crossing points in the village. Although due to the village location pedestrians are able to easily cross the majority of the roads within the village.

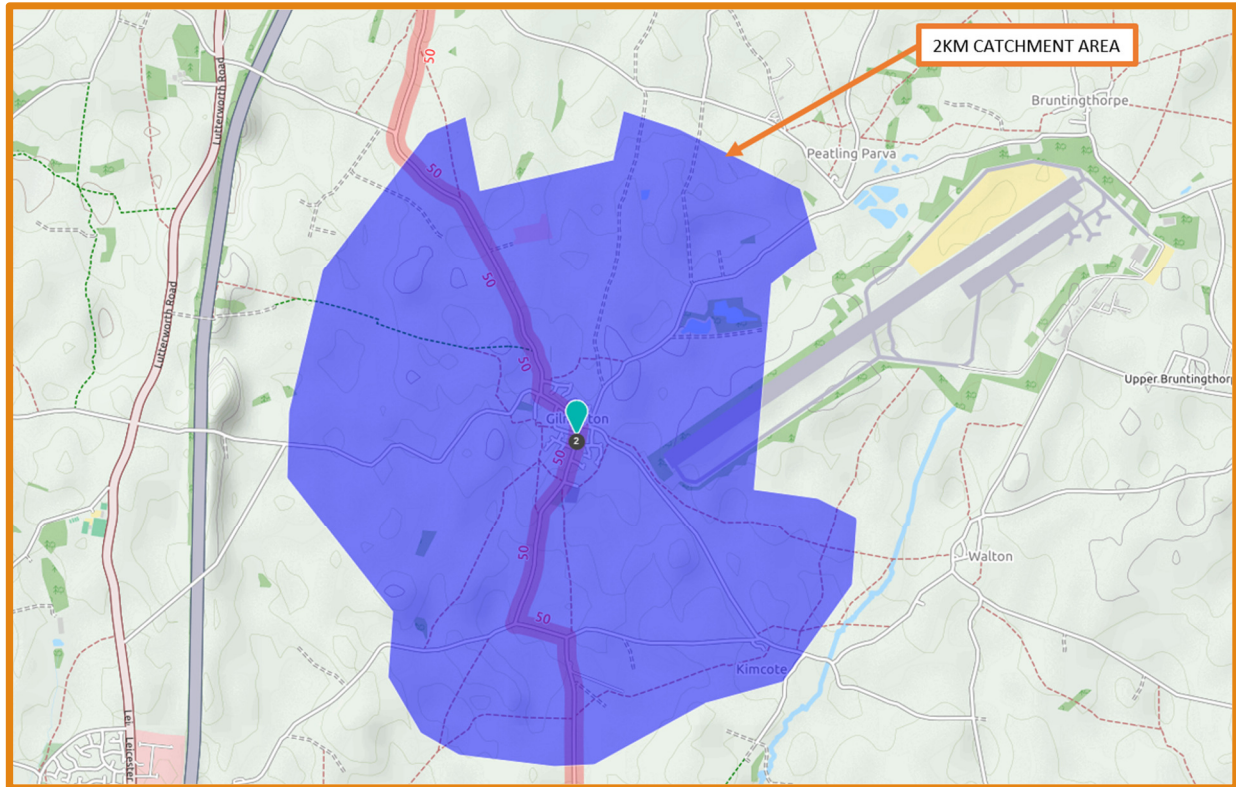


Figure 4: 2km pedestrian catchment

10. Guidance suggests that cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to school or work. The cycle catchment therefore includes Ashby Magna, Peatling Parva, Bruntingthorpe, Upper Bruntingthorpe, Kimcote, Walton, Dunston Bassett, Walcote, and some of Lutterworth (**Figure 5**). Within this catchment, there is relatively little dedicated cycle infrastructure, there is however the National Cycle Network Route 50, which runs north/south through the village along Ashby Road, Main Street, and Lutterworth Road. The route is an on-road route which links to Ashby Magna to the north and Lutterworth and Walcote to the south, it also connects to National Cycle Network Route 6 at Willoughby Waterley to the north of the village. (**Figure 6**).



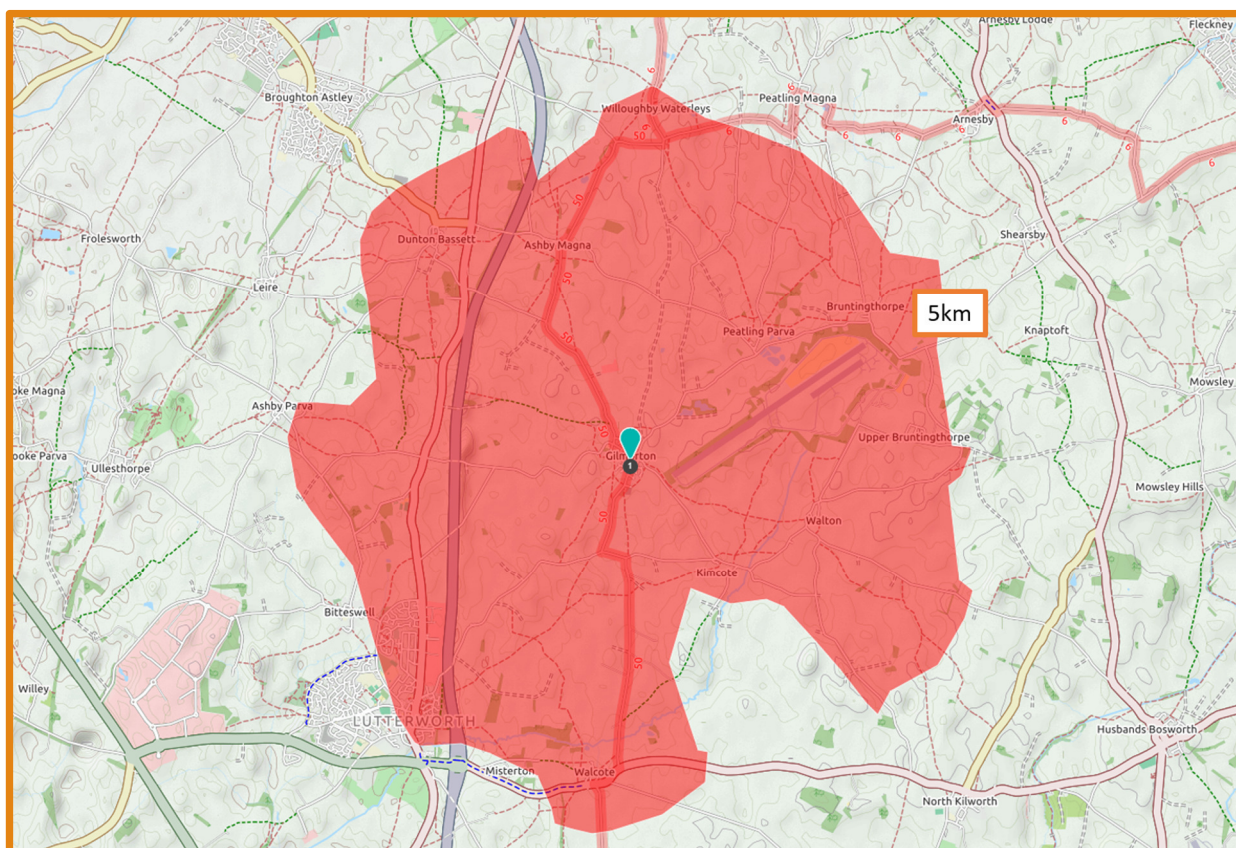


Figure 5: 5km cycle catchment

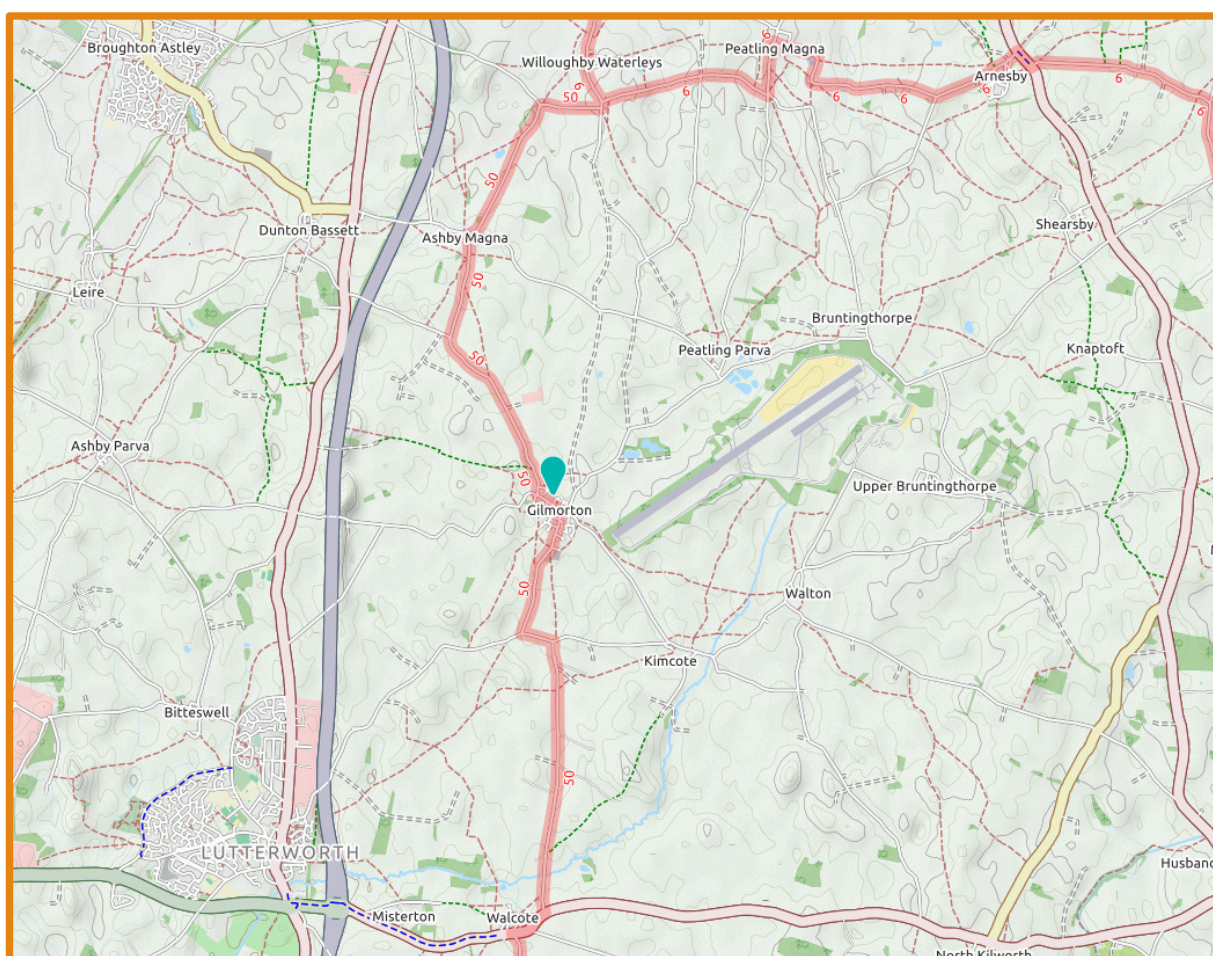


Figure 6: cycle routes

11. There are several bus stops in the village, two have a flag and pole arrangement, one is at the northern end of Lutterworth Road opposite the Crown Inn public house. The other is at the western end of Main Street opposite the Red Lion public house. These stops are served by the Beaver school service (which serves the local secondary school in Lutterworth) and service 661 which is a taxi bus service (which serves Lutterworth and the surrounding villages) and has a frequency of up to twice a day Monday to Friday.
12. Overall, the village has limited opportunities for sustainable travel with a taxi bus service which only runs up to twice a day in each direction and a school bus service. There are no off-road cycle facilities within the village although there is on-road National Cycle Route 50, which is signed through the village. There are footways along the majority of the roads throughout the village facilitating pedestrian travel.

### Accident record

13. The Crashmap database shows there have been five personal injury accidents within the village of Gilmorton in the five-year period between 2012 and 2016 (**Figure 7**):
  - one fatal accident on Lutterworth Road near to Site 1
  - one serious accident on Mill Lane, north of Site 3
  - three slight accidents along Main Street:
    - one slight accident adjacent to the Main Street/Ullesthorpe Road junction
    - one slight accident at Main Street adjacent to the junction with Church Drive
    - one slight accident adjacent to Kimcote Road/Mill Lane junction in the vicinity of Sites 2 and 3.
14. The fatal accident occurred during frosty/icy conditions when a car was stationary in the carriageway. A car driven by an elderly gentleman lost control and collided with a car travelling in the opposite direction. Therefore, the main contributing factor to the accident appears to be adverse weather.
15. The serious accident occurred during the morning peak hour, in dry weather conditions, when the vehicle was traveling northeast; only one vehicle was involved.
16. Although these accidents are unfortunate, none of them have occurred in the same location, and therefore they do not reveal a trend in collision data within the village.



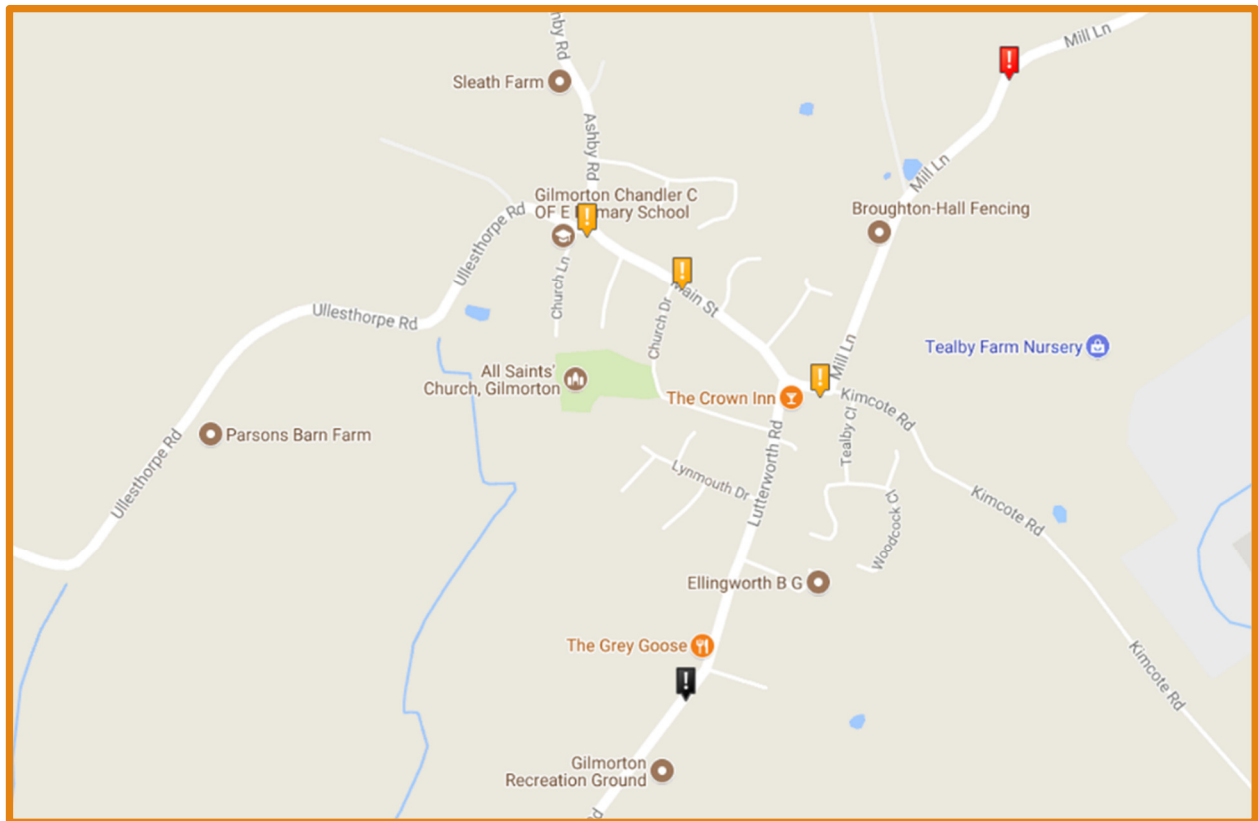


Figure 7: Crashmap showing accident locations in Gilmorton (yellow flag=slight, red=serious, black=fatal)

### Transport issues in the village

17. During a site visit, the traffic situation around the primary school at pick up time was observed. The school's car park is used by staff only and is not available to parents. Parents park along the carriageway, and on the footways in an attempt to leave more space for other vehicles. This caused pinch points along Main Street and Ashby Road. During the site visit, the traffic became stationary with vehicles trying to pass in both directions when the Beaver bus (which serves the local secondary school in Lutterworth) attempted to travel along Main Street and north along Ashby Road (**Figure 8**).



Figure 8: Congestion outside the primary school

18. The school also has two mini-buses, which drop off children for the start of school at 8.50am and collect at the end of the school day at 3.30pm. There are currently no dedicated bus

parking bays for these buses at the school. At school drop off the mini-buses park on the southern side of Ullesthorpe Road blocking Church Lane for a few minutes while the mini-bus unloads.

19. At school pick up time, the mini-buses park on the northern side of Ullesthorpe Road opposite the school entrance. This causes vehicles travelling east along Ullesthorpe Road up to the junction with Main Street to have reduced visibility. This also means they are required to overtake the mini-buses right outside the school entrance where pedestrians and children are trying to cross the carriageway. It requires two teachers to assist the children crossing the road by stopping any traffic travelling along Ullesthorpe Road while the buses are loaded. See **Figure 9**.



Figure 9: Mini-buses parked on Ullesthorpe Road outside school entrance

20. During the site visit, it was also observed that cars parked on the southern side of Ullesthorpe Road, to the west of the school gates, also caused a pinch point for vehicles trying to travel along Ullesthorpe Road in either direction. As a result of recent planning applications, this situation will get worse, as there will be an increased volume of traffic passing the school.
21. The Neighbourhood Planning Group advised of an issue with parking around the Crown Inn during busy periods such as Tuesday and Thursday evenings and at weekends due to the popular carvery. Although the public house has a car park with approximately 24 car parking spaces, overspill parking occurs on the surrounding roads, which can cause problems at the Main Street/Lutterworth Road and Kimcote Road/Mill Lane junctions. During the site visit a van was parked along the southern side of Main Street adjacent to the Crown Inn and in between the Main Street/Lutterworth Road and Kimcote Road/Mill Lane junctions. This caused visibility of vehicles manoeuvring through these junctions in a north/south direction to be restricted. Also, due to the loss of an informal layby on the eastern side of Mill Lane due to the proposed development, this will lead to more parking issues at the southern end of Mill Lane.
22. The Neighbourhood Planning Group have also advised there is an issue with parking and congestion around the Red Lion public house at weekends due to a popular carvery. The public house has a small car park with no marked bays. This was reviewed during the site visit and would suggest that around 10 cars can park leaving the remaining customers who travel by car to park on Main Street, Ashby Road, Ullesthorpe Road and Church Lane. This causes congestion for vehicles manoeuvring along Main Street/Ashby Road and Ullesthorpe Road.



23. It was also observed during the site visit that due to parking in the vicinity of the village store along Main Street the carriageway can get congested with cars parked along both sides, making it difficult for cars to travel along Main Street in both directions. See **Figure 10**.



Figure 10: Vehicles parked outside the village store (Photo taken from Google Streetview)

24. There is a large car auction/sales site north of the village in Bruntingthorpe, which has regular events each month. It is visited by buyers and traders, buying and selling vehicles. The Neighbourhood Planning Group have advised this can cause traffic to rat-run through the village along Lutterworth Road and Mill Lane to access the auction site from the south via the M1 Junction 20. A review of their website suggests the auctions are at 10am or 11am, therefore the majority of trips are likely to occur throughout the day with few trips during the morning and evening peak hours.

#### Potential solutions in the vicinity of the primary school

25. A potential solution to the issues around the primary school could be to provide an off-road location for the mini buses to load and unload the children as well as a way for them to turnaround. Ullesthorpe Road wraps around the school along the northern and western boundary. Where Ullesthorpe Road runs along the western boundary of the school in a north/south direction, there is a large verge on the eastern side of Ullesthorpe Road with some vegetation and tree clearance, this could be a potential location for a bus layby large enough to accommodate two mini-buses (each approximately 10 metres long). The proposed location of the layby is shown in **Figure 11**. This would also require the 30mph speed limit to be moved and relocated approximately 70 metres south along Ullesthorpe Road to accommodate the mini-bus layby. The children would then access the school through the playground and would not come into conflict with any vehicles when loading and unloading.
26. The proposed development on Ullesthorpe Road (planning reference 17/01256/OUT) made this suggestion as part of its off-site improvements works shown in **Drawing WIE/SA/06/001 Rev A03** in **Appendix A**. It also proposes to provide a footway along the eastern and western sides of Ullesthorpe Road to connect to the existing school pedestrian access. In addition, it proposed two accesses into the site to allow the buses to loop around the development to change direction as required.

27. A bus layby in this location would mean it removes the need for buses to wait outside the school entrance blocking Ullesthorpe Road where pedestrians are trying to cross the carriageway.



Figure 11: Possible bus layby location on Ullesthorpe Road

28. This proposal seems sensible, although it also requires some widening of the carriageway on Ullesthorpe Road. All these works are relatively expensive and it is difficult to see that they would come forward unless this were part of a development on Ullesthorpe Road.
29. Alternatively, there is a bus stop on Ashby Road, which has a triangle shaped area adjacent to the carriageway. This is currently used by up to 5 cars to park at school drop off and pick up. This could be formally marked as a bus stop/layby and signed to be kept clear between 8.30am-9.15am and 3.15pm-3.45pm, to be used by the two mini-buses, see **Figure 12**. Although this would still require the children to cross Ullesthorpe Road to get to this layby, the visibility along Ullesthorpe Road would be much improved by relocating the mini buses onto Ashby Road. It was observed during the site visit that 4 to 5 vehicles were parked at this proposed layby location; these vehicles would be required to find alternative parking further along Ashby Road or on the other roads in the vicinity of the primary school.



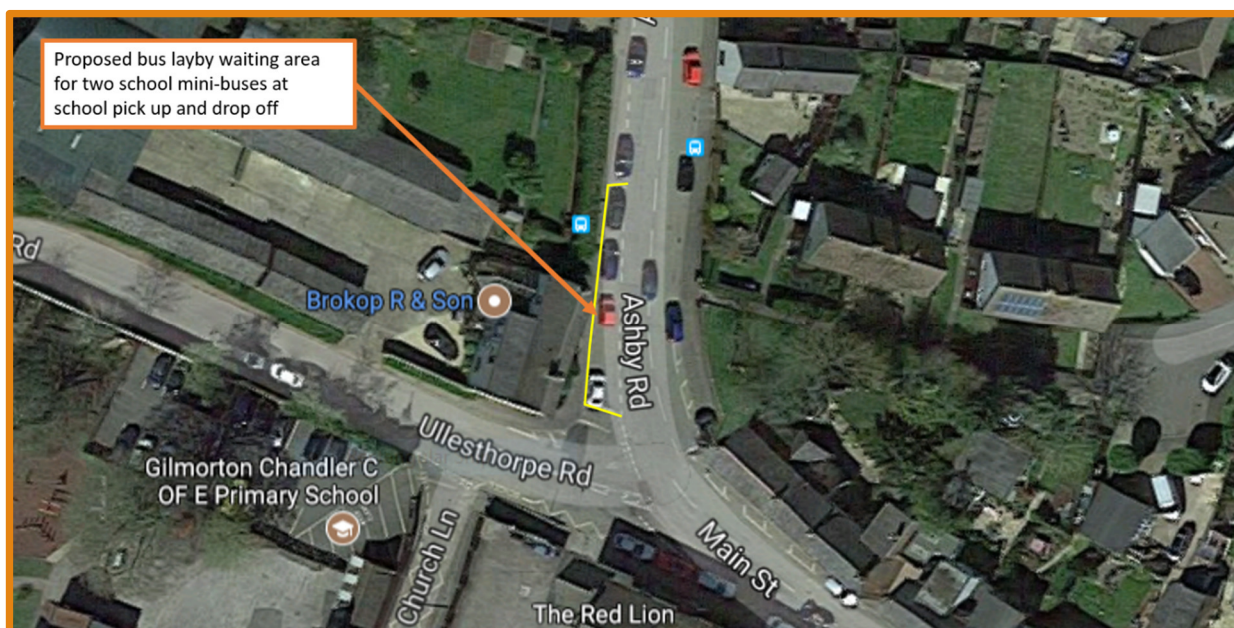


Figure 12: Possible bus layby location on Ashby Road

30. To alleviate the issue with cars parked along Main Street at school drop off and pick up times, an additional car park for use by parents and visitors could be provided to reduce the number of cars parked along the roads in the vicinity of the primary school.
31. The proposed development at Ullesthorpe Road (planning reference 17/01256/OUT) offers to provide 9 additional parking spaces within the site, which are proposed to be used only by school staff. During the site visit it was observed that there were empty spaces within the current staff only school car park. Therefore these additional car parking spaces would be better used by parents dropping off and collecting children from the school. That said, having parents parking along Ullesthorpe Road would increase the number of vehicles which travel past the school entrance, increasing potential conflict with pedestrians crossing the carriageway.
32. The development on Ullesthorpe Road (planning reference 17/01256/OUT) also proposes to amend the Main Street/Ashby Road/Ullesthorpe Road junction, straightening up the T-junction and pushing it further into the carriageway, therefore reducing the carriageway width along Main Street/Ashby Road, shown in **Drawing WIE/SA/06/001 Rev A03** in **Appendix A**. During the site visit it was observed that cars were parked along both sides of Main Street/Ashby Road, where the carriageway is proposed to be narrowed. This could make it more difficult to travel along Main Street if vehicles are still parked on both side of the road at school pick up and drop off. Nevertheless, the proposal seems sensible and would provide a greater area of safe space around the school. These works could be implemented regardless of the need for the Ullesthorpe Road Development.
33. Overall, it is our opinion that the Neighbourhood Planning Group should aim to achieve the narrowing works at the Main Street/Ullesthorpe Road junction. School buses could layover on Ullesthorpe Road or if the development does not proceed alternatively on Ashby Road. Displaced parking, rather than using the school car park, would be better displaced further north along Ashby Road or east along Main Street away from the school.

#### Potential solution in the vicinity of the Crown Inn

34. To address the issue of overflow parking occurring on the roads surrounding the Crown Inn public house during busy periods, double yellow lines could be painted in the vicinity of the adjacent junctions to restrict vehicles from parking there, see **Figure 13**. The double yellow



lines could be painted along each arm of the three junctions Main Street/Lutterworth Road, Kimcote Road/Mill Lane and Kimcote Road/Tealby Close and along Main Street between these junctions. This would mean that overflow parking would be located away from these junctions but still within easy walking distance of the public house. This would allow vehicles to safely manoeuvre through these junctions during busy periods. The houses which front onto the carriageway where the double yellow lines are proposed all have off street parking.

35. An exact scheme would have to be designed by its proposer, and be the subject of public consultation. If it proceeded it would require a Traffic Regulation Order. The cost of works and the administration process could be an obligation on the housing developers. While some drivers may still park on the yellow lines, many would heed the restrictions. Alternatively, single yellow lines could be placed that only restrict parking at busy times of the day.

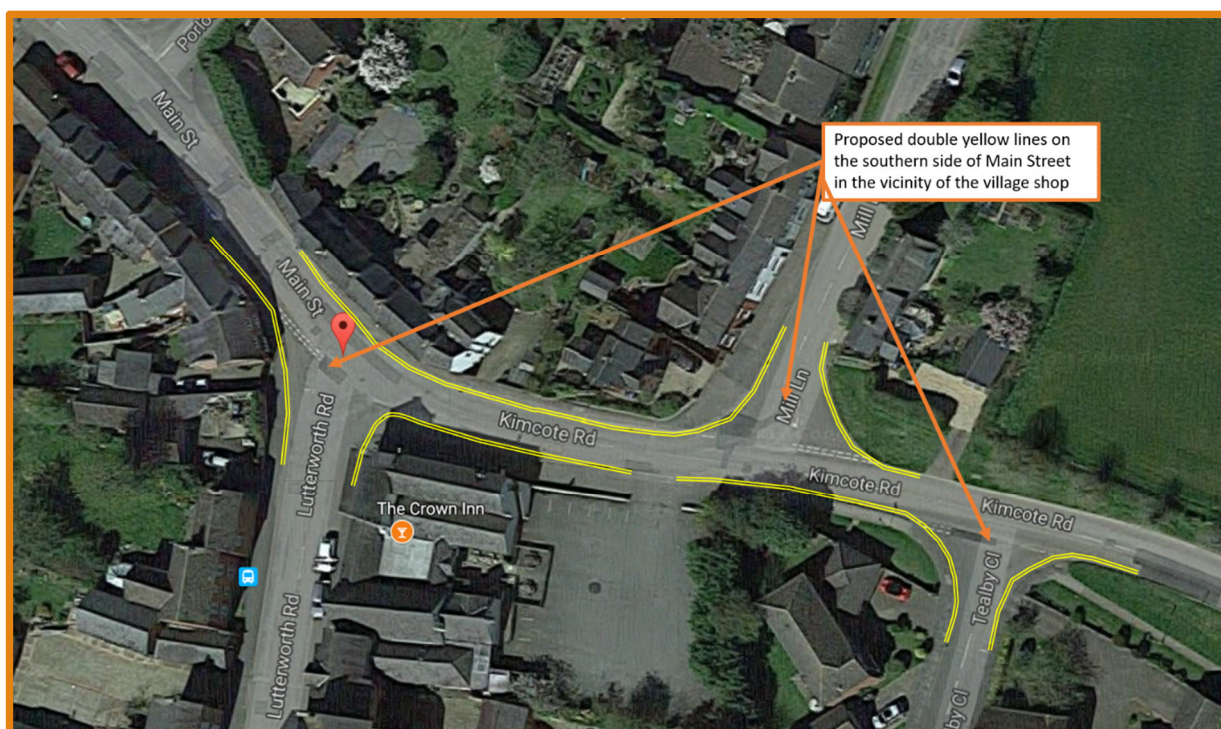


Figure 13: Proposed double yellow lines at junctions near to The Crown Inn

### Potential solutions in the vicinity of the village store

36. A potential solution for the congestion around the village store on Main Street could be to restrict parking on one side of the road, this would allow vehicles more space to manoeuvre along Main Street during busy periods. The site visit observed that the majority of vehicles were parked on the northern side of Main Street, with one or two cars parked at the southern side of Main Street. Therefore, yellow lines could be painted on the southern side of Main Street outside the village hall and one house to the east of Church Lane, as shown in **Figure 14**. This would allow enough space on the carriageway for two vehicles still to pass when vehicles were parked on the northern side of Main Street. It could also create a chicane effect slowing down vehicles travelling along this stretch of the carriageway in the vicinity of the village store and village hall.

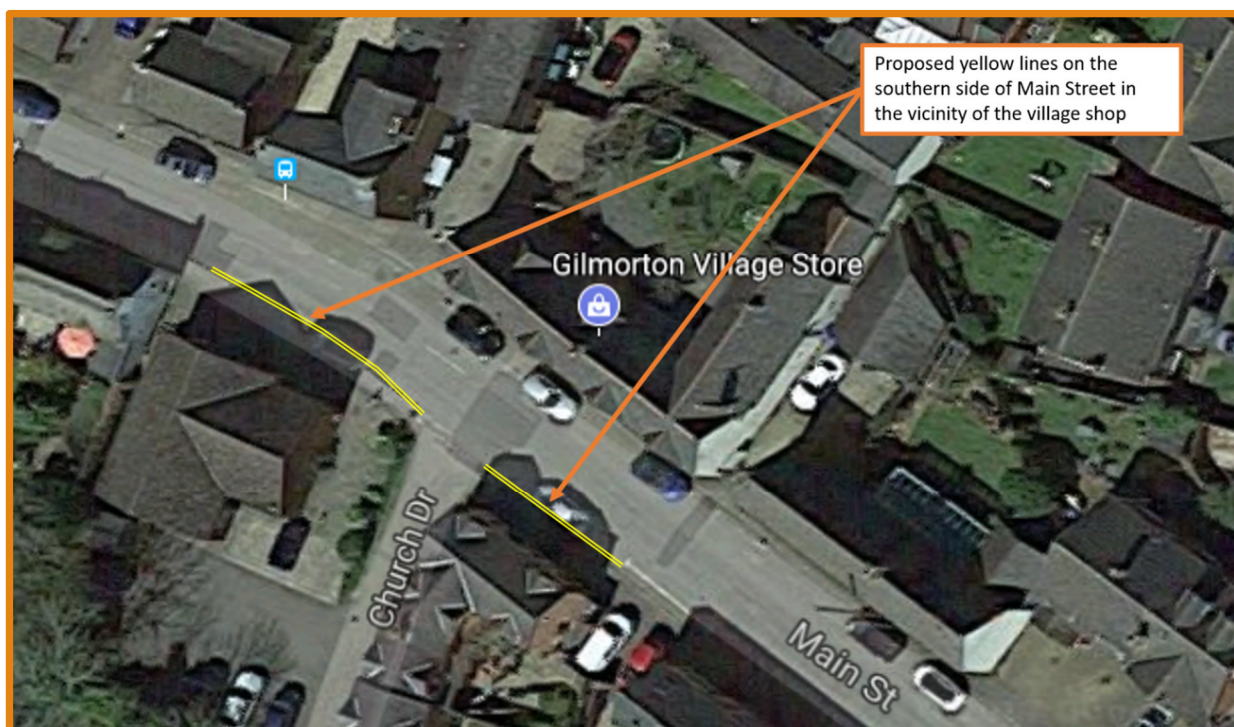


Figure 14: Proposed yellow lines near to village store

37. To the southeast of the village store the carriageway widens again to approximately 9 metres which is sufficient width to allow vehicles to be parked on either side of the carriageway and still allow two vehicles to pass.

#### Potential solutions along Lutterworth Road

38. Our **Report ADC1660 A V3** highlighted the traffic distribution for new developments within the village, with the majority of traffic (69%) routing along Lutterworth Road and out of the village towards the south. The Neighbourhood Planning Group highlighted issues with vehicles traveling quickly out of the village along this stretch of road and two-way trips created through the village along Lutterworth Road by the car auction in Bruntingthorpe to the north of the site.
39. A potential solution to Lutterworth Road could be to provide a chicane at the new edge of the village where the 30mph sign is to be relocated, **Figure 15** shows the possible location. This would act as a gateway feature and would slow down vehicles both entering and exiting the village. Vehicles entering the village would have to give-way to vehicles exiting the village. As National Cycle Network Route 50 travels along Lutterworth Road, cycle lanes could be provided either side of the chicane to allow cyclist to continue ahead without being held up by vehicles waiting at the chicane.



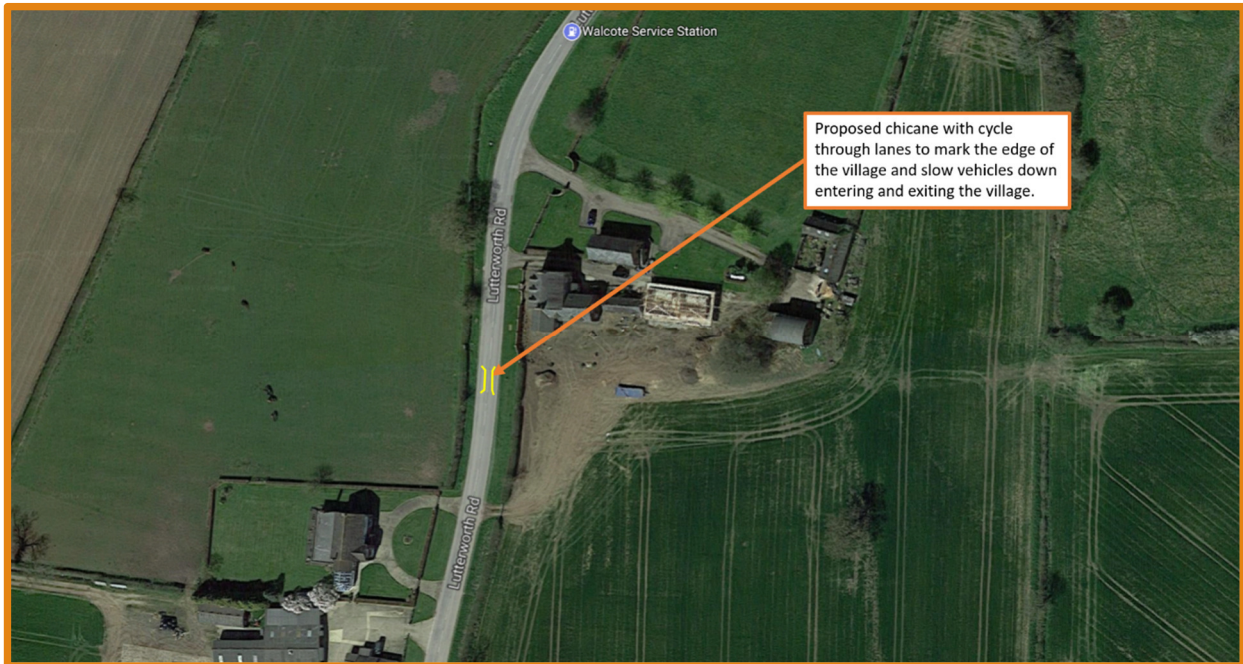


Figure 15: possible location of chicane

40. The signposted route to Bruntingthorpe from M1 Junction 20 is along the A4304, through North Kilworth to Husbands Bosworth and along the A5199 to Bruntingthorpe Road and Bath Lane. However, in reality, for cars the quickest route, identified by sat nav, is via Walcote and Gilmorton to approach Bruntingthorpe from the west. The alternative is via Walcote, Kimcote and Walton to approach from the east. Clearly there is a balance between pushing traffic through one village rather than another.
41. Nevertheless, contributions could be sought for LCC to examine a routing strategy. For example, a sign directing drivers to turn right to Bruntingthorpe could be provided at the Lutterworth Road/Gilmorton Road junction as shown below in **Figure 16**.

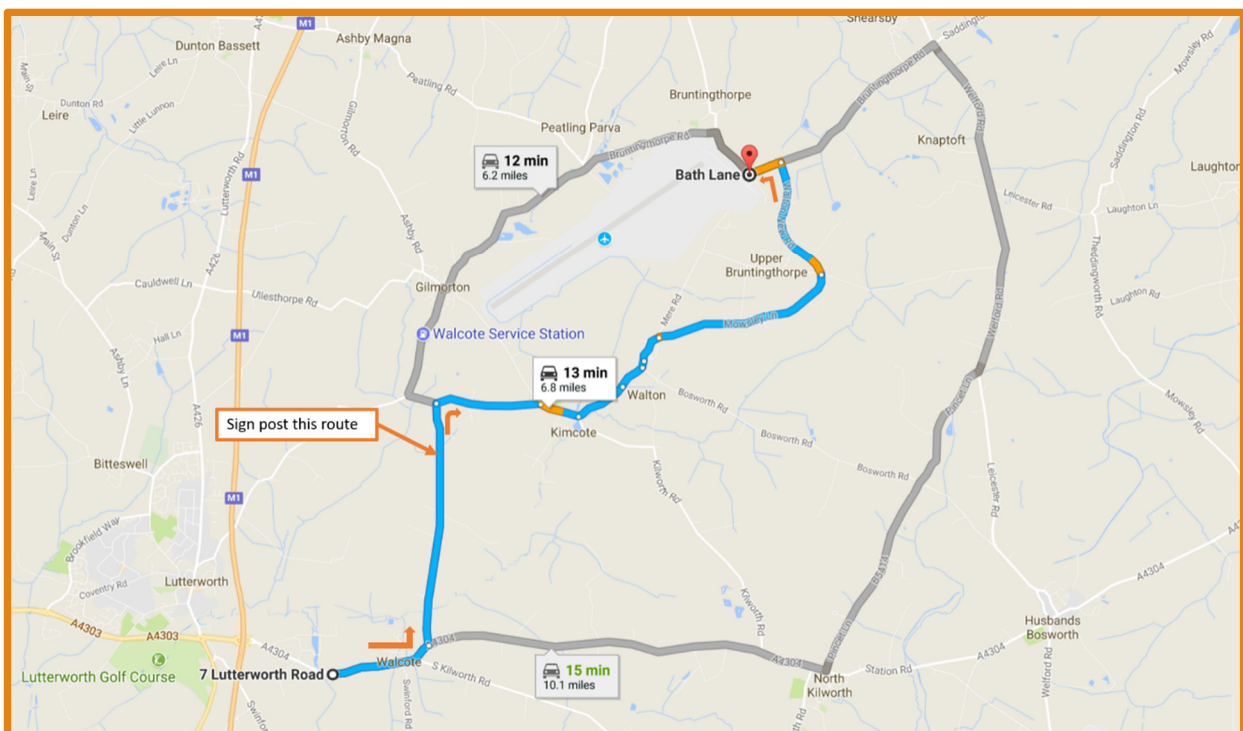


Figure 16 signposted route to Bruntingthorpe



### Potential solution to roads entering the village

42. As described above for Lutterworth Road, a chicane could be created at the new edge of the village where the 30mph signs are located. **Figure 17** shows the possible locations. This would act as a gateway feature and could also slow down vehicles both entering and exiting the village, as vehicles entering the village would have to give-way to vehicles exiting the village. It could also incorporate cycle lanes at either side of the chicane to allow cyclist to continue ahead without being held up by vehicles waiting at the chicane.



Figure 17: possible location of chicane gateway features

## Summary and conclusions

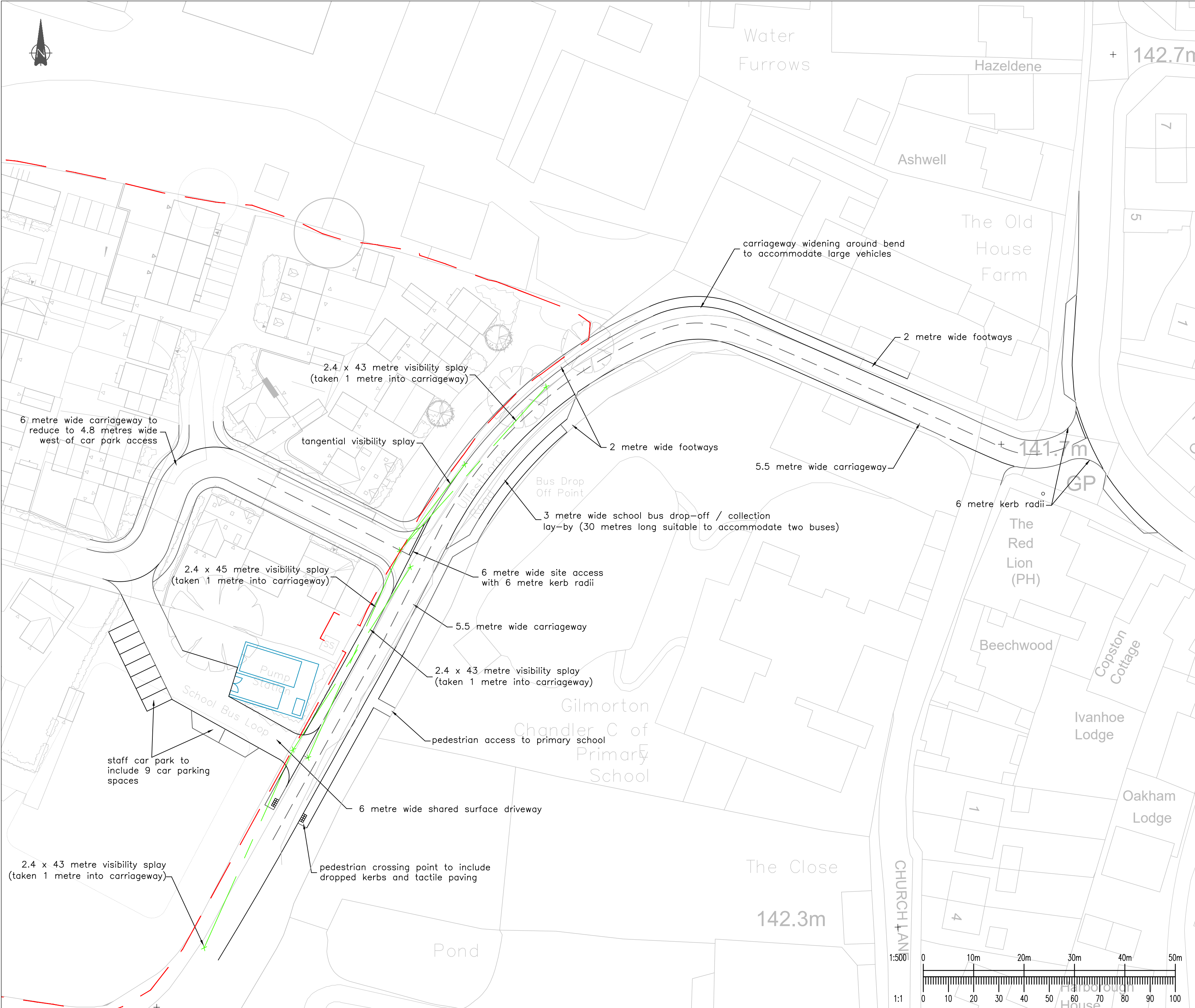
43. The Gilmorton Neighbourhood Planning Group commissioned ADC Infrastructure to provide transport advice in support of their Neighbourhood Plan.
44. The village has limited opportunities for sustainable travel with a taxi bus service running up to twice a day in each direction and a school bus service. There are no off-road cycle facilities although there is on-road National Cycle Route 50, which is signed through the village. There are footways along the majority of the roads throughout the village facilitating pedestrian travel. Most of the facilities within the village are within walking distance.
45. There are currently several transport related issues within the village, these have been reviewed and several proposed solutions, these are listed below:
46. There is no dedicated parking/waiting location for mini-buses in the vicinity of the primary school. Two potential locations for a new bus layby have been highlighted on Ashby Road and Ullesthorpe Road. This would assist in alleviating some of the congestion at the school entrance and the Main Street/Ullesthorpe Road junction caused by the mini-buses parking on Ullesthorpe Road.
47. There is also no dedicated parking for parents and visitors of the primary school during drop off and pick up time. A proposed solution could be a new car park for these vehicles to use near to the school, which would reduce the number of vehicles parked along Main Street, Ashby Road and Ullesthorpe Road. The development site (planning reference 17/01256/OUT) has proposed to provide 9 car parking spaces within its site in Ullesthorpe Road for school staff only. These could be used by parents, this could be a potential solution to alleviate congestion at school pick up and drop off.
48. Narrowing works have also been proposed at the Main Street/Ullesthorpe Road junction. The proposal seems sensible and would provide a greater area of safe space around the school. These works could be implemented regardless of the need for the Ullesthorpe Road Development. School buses could layover on Ullesthorpe Road or if the development does not proceed alternatively on Ashby Road. Displaced parking, rather than using the school car park, would be better displaced further north along Ashby Road or east along Main Street away from the school.
49. Overflow parking from the Crown Inn public house is causing congestions through the junctions near public house during busy periods. A proposed solution to this could be the installation of yellow lines in the vicinity of the three junctions Main Street/Lutterworth Road, Kimcote Road/Mill Lane and Kimcote Road/Tealby Close, with the aim of restricting parking and maintain visibility for vehicles travelling through these junctions. An exact scheme would have to be designed by its proposer, and be the subject of public consultation. If it proceeded it would require a Traffic Regulation Order.
50. A potential solution for the congestion around the village store on Main Street could be to restrict parking on one side of the road using yellow lines. This would allow vehicles more space to manoeuvre along Main Street during busy times when there are vehicles parked on the northern side visiting the village store.
51. A potential solution to the vehicles traveling quickly along Lutterworth Road, could be to provide a chicane arrangement with cycle through lanes. This would act as a gateway feature and slow down vehicles entering and exiting the village. This solution could also be applied to the other roads which enter/exit the village, Ullesthorpe Road, Ashby Road, Mill Lane and Kimcote Road.

52. A potential solution to vehicles traveling along Lutterworth Road and through the village to Bruntingthorpe could be to examine a routing strategy, signposting drivers to travel an alternative route via Walcote, Kimcote and Walton to approach Bruntingthorpe site from the east. Although there is a balance between pushing traffic through one village rather than another.
53. Overall, the village appears to operate effectively the majority of the time. However, with the introduction of more traffic within and through the village conditions will generally deteriorate, with occasional difficulties occurring more frequently. Most significantly, the issue of congestion around the primary school will get worse and measures to mitigate highlighted above should be identified in the Neighbourhood Plan, with the potential for developers to contribute to their delivery.



## APPENDIX A

### ACCESS DESIGN DRAWING WIE/SA/06/001 REV A03



A03	19.07.17	AMENDMENTS TO THE SCHOOL PARKING & INTRODUCTION OF PUMPING STATION	NF
A02	06.06.17	ISSUED TO TEAM FOR COMMENTS	AG
Rev	Date	Description	By

Amendments

Project  
**ULLESTHORPE ROAD, GILMORTON**

Title  
**PROPOSED SITE ACCESS AND SCHOOL PARKING LAYOUT**

Client  
**DAVIDSONS GROUP**



Halifax House Halifax Place Nottingham NG1 1QN  
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Drawing Status  
**PRELIMINARY**

Designed by	AG	Checked by	NJH	Project No	WIE10297
Drawn by	AG	Date	24.05.17		

Scales @ A2  
work to figured dimensions only 1:500  
Computer File No  
WIE-NOTM-006-001-Revision A03.dwg

Publisher	Zone	Category	Number	Revision
WIE	SA	06	001	A03