Summary Note 1: ANSTEY Sustainable Urban Extension (SUE): up to 5,000 DWGS + 20ha HA EMPLOYMENT LAND

Fig 1: Plan showing main transport measures tested

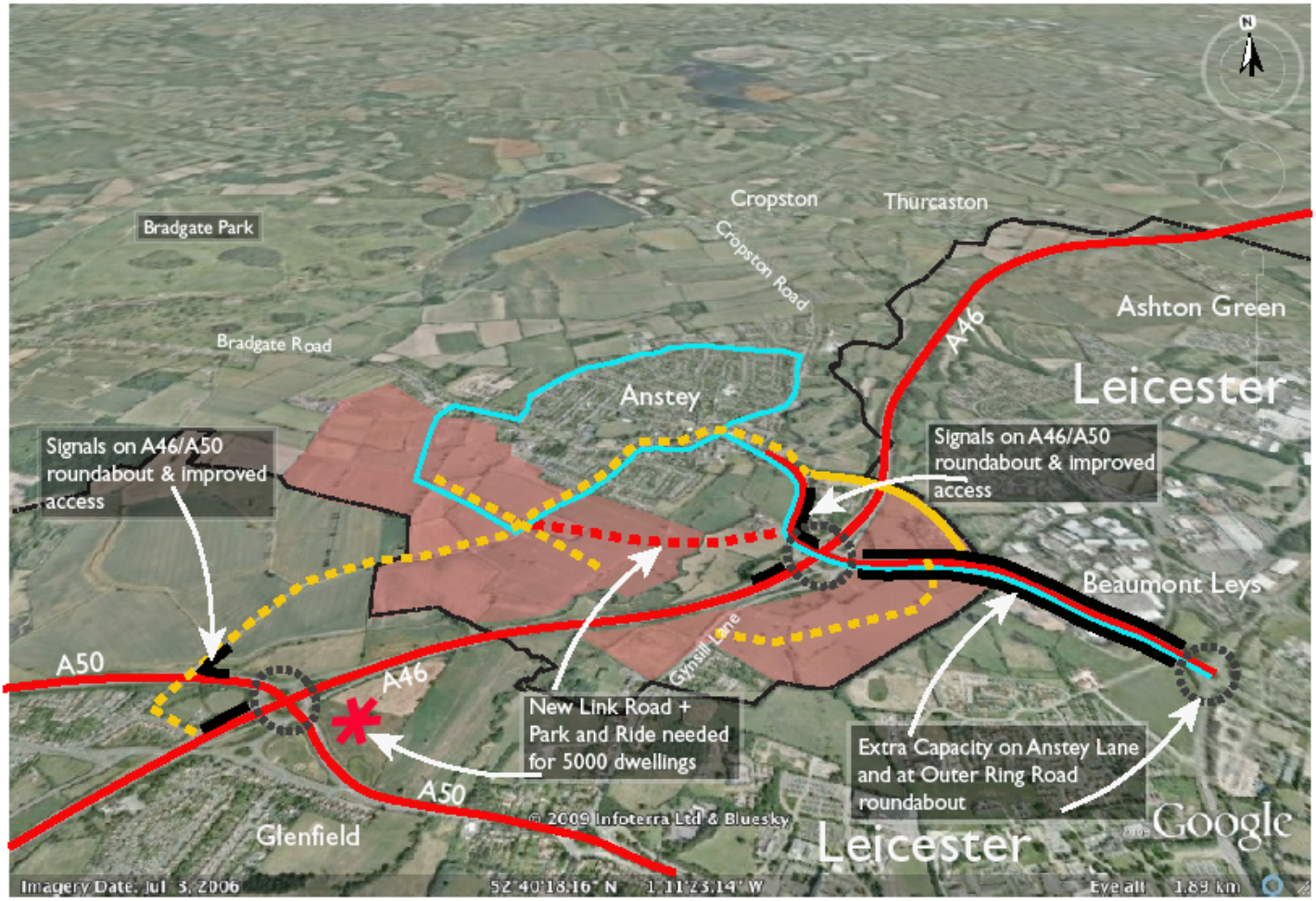

Table 1: List of main transport measures tested

- Extension and enhancement of existing bus services to 10 minutes frequency to link the SUE to Anstey, Beaumont Leys centre and Leicester
- New walk and cycle routes to Anstey and Glenfield
- Travel planning and smarter choices initiatives
- Signals on A46/Anstey Lane roundabout plus improved capacity on link from Anstey
- Dual Anstey Lane to the Outer Ring Road plus improved capacity at Outer Ring Road roundabout
- Glenfield park & ride and enhanced bus priority on the A50
- New link road to west of Anstey bypassing village centre

Table 2: Key assessment results for the transport measures tested

Option	Total cost (£m)	Total cost per household (£)	% Mitigation With rail Park & Ride
Anstey 2,500 dwgs + 20 ha employment land	6.36	2,544	118%
Anstey 5,000 dwgs + 20 ha employment land	10.25	2,050	74% **(see notes (1) & (2))**

Notes

(1) A 5,000 dwgs option causes significant congestion notably in Anstey and mitigation is only 43%. Adding a Park & Ride site at Glenfield and a link road from the SUE north of the A46 to Leicester Road near the A46 junction increases mitigation to 74%.

(2) Given the diffuse nature of residual congestion, more smarter choices and demand management measures or a smaller development would be needed to reach 100% mitigation.

Table 3: Key advantages & disadvantages of the Anstey SUE options

Advantages	**Disadvantages**
+ Slight cost advantage for Anstey over Thurmaston at 5,000 dwgs with both showing similar levels of mitigation (74 - 76%)	- A46/A50 and A46/Anstey Lane roundabouts act as limitations to growth even if they are enhanced.
+ A small Anstey option located close to major roads with improvements achieves the best level of mitigation of any option tested.	- Significant residual congestion issues in Leicester may not be easy to resolve
+ Glenfield Park & Ride needed to serve a 5,000 dwg SUE seems a good candidate for funding because of its wider benefits	- Dualling of Anstey Lane could have damaging impact on biodiversity interests.
+ Significant potential for local trips by sustainable modes notably to Leicester City Centre, Anstey, Glenfield/Glenfrith and Beaumont Leys centres	- More significant fall in percentage mitigation than Thurmaston option as development size increases.

Main conclusions

- o A 2,500 dwgs Anstey option achieves the best level of mitigation of any individual SUE option tested at relatively low cost.
- o At 5,000 dwgs an Anstey option has a similar level of mitigation to the Thurmaston equivalent in the range 74% - 76%.
- o Remaining congestion could be alleviated by more demand management measures, further highway measures to improve capacity on routes in Leicester or a smaller development.