

CHARNWOOD 2026 LDF CORE STRATEGY SUE OPTIONS:
MVA TRANSPORT ASSESSMENT (June 2009)

Summary Note 4: ANSTEY/ THURMASTON SPLIT SUSTAINABLE URBAN EXTENSION (SUE) OPTIONS

Three options were tested:

- **Option 1:** Anstey 1,500 dwgs + 10 ha employment land and Thurmaston 3,500 dwgs + 40 ha EL
- **Option 2:** Anstey 2,000 dwgs + 10 ha employment land and Thurmaston 3,000 dwgs + 40 ha EL
- **Option 3:** Anstey 2,500 dwgs + 10 ha employment land and Thurmaston 2,500 dwgs + 40 ha EL

Table 1: List of main transport measures initially tested

Transport measures (are the same as for the individual SUE options)	
Common to both are:	
<ul style="list-style-type: none"> ○ Enhanced walking and cycling connections ○ Smarter choices and travel demand management from the outset of development ○ Local access routes as per site masterplans. 	
Specific Anstey SUE measures	Specific Thurmaston SUE measures
<ul style="list-style-type: none"> ○ Extend existing bus service No: 74 to link SUE to Anstey & Leicester and improved to 10 minute frequency ○ Signalisation of A46/Anstey Lane Roundabout, with additional flare lane from Anstey ○ Dual Anstey Lane to Outer Ring Road + additional approach lane to Outer Ring Road roundabout ○ Signalisation of A46/A50 roundabout 	<ul style="list-style-type: none"> ○ Extend existing bus services Nos: 6, 58 and 39 to link SUE to Syston and into Leicester improved to 10 minute frequency ○ Link road Barkby Thorpe Road to Barkby Lane + traffic management measures in Barkby and Barkby Thorpe Villages ○ Improved capacity on the approach to Barkby Thorpe Lane/A607 Roundabout and Troon Way/Barkby Road Roundabout ○ Additional link to Hamilton through Hamilton & Sandhills Avenue; ○ Possible Syston Eastern Bypass from Barkby Lane to Melton Road

Table 2: Key assessment results for the three split options initially tested

Option	Percentage Mitigation
Option 1	83%
Option 2	73%
Option 3	56%

All split options achieve below 100% mitigation because interactions between the split options create additional congestion problems on the Outer Ring Road and in the vicinity of Ashton Green between them.

These impacts are not apparent with the separate SUE options at Anstey and Thurmaston.

Additional schemes tested and likely to be required to address these impacts are:

- Junction improvements in the Ashton Green area
- 10% extra capacity at A50/A46 and B667 Thurmaston Lane/Sandhills Ave roundabouts
- Improvements on Anstey Lane at Markfield Rd junction and to Cropston Rd/Anstey Lane and Cropston Rd/Link Rd junctions

These additional measures are assumed to cost £1.2m.

Table 3: Key assessment results for split options with extra transport measures

Option	Total cost (£m)	Total cost per household (£)	Percentage Mitigation
Option 1	23.84	4,768	115%
Option 2	23.84	4,768	108%
Option 3	23.84	4,768	109%

Table 3: Comparative performance of separate Anstey & Thurmaston SUE options tested previously (see Summary Notes 1 & 3)

Option	Total cost (£m)	Total cost per household (£)	Percentage Mitigation
Anstey 2,500 + 10ha Employment Land	6.36	2,544	118%
Thurmaston 5,000 dwgs + 20 ha Employment Land	11.08	2,216	76%

Main conclusions

- Split Option 1 based on 1,500 dwgs at Anstey and 3,500 dwgs at Thurmaston provides the highest level of transport mitigation and best overall benefits of the split options tested.
- All the split options have significantly higher costs for transport measures than the individual SUE options but provide more transport improvements across a wider area. As a result they generally achieve higher levels of mitigation.
- The interaction of the split options creates some complex additional problems notably on the Outer Ring Road and in the Ashton Green area of the City.
- The main drawbacks are the split delivery between two SUEs and the potential difficulties caused by split developer funding contributions.