

CHARNWOOD 2026 LDF CORE STRATEGY SUE OPTIONS:
MVA TRANSPORT ASSESSMENTS FOR SOUTH CHARNWOOD (February 2009)

**Summary Note 2: BIRSTALL SUSTAINABLE URBAN EXTENSION (SUE): 4,000 DWGS +
20ha HA EMPLOYMENT LAND**

Fig 1: Plan showing main transport measures tested

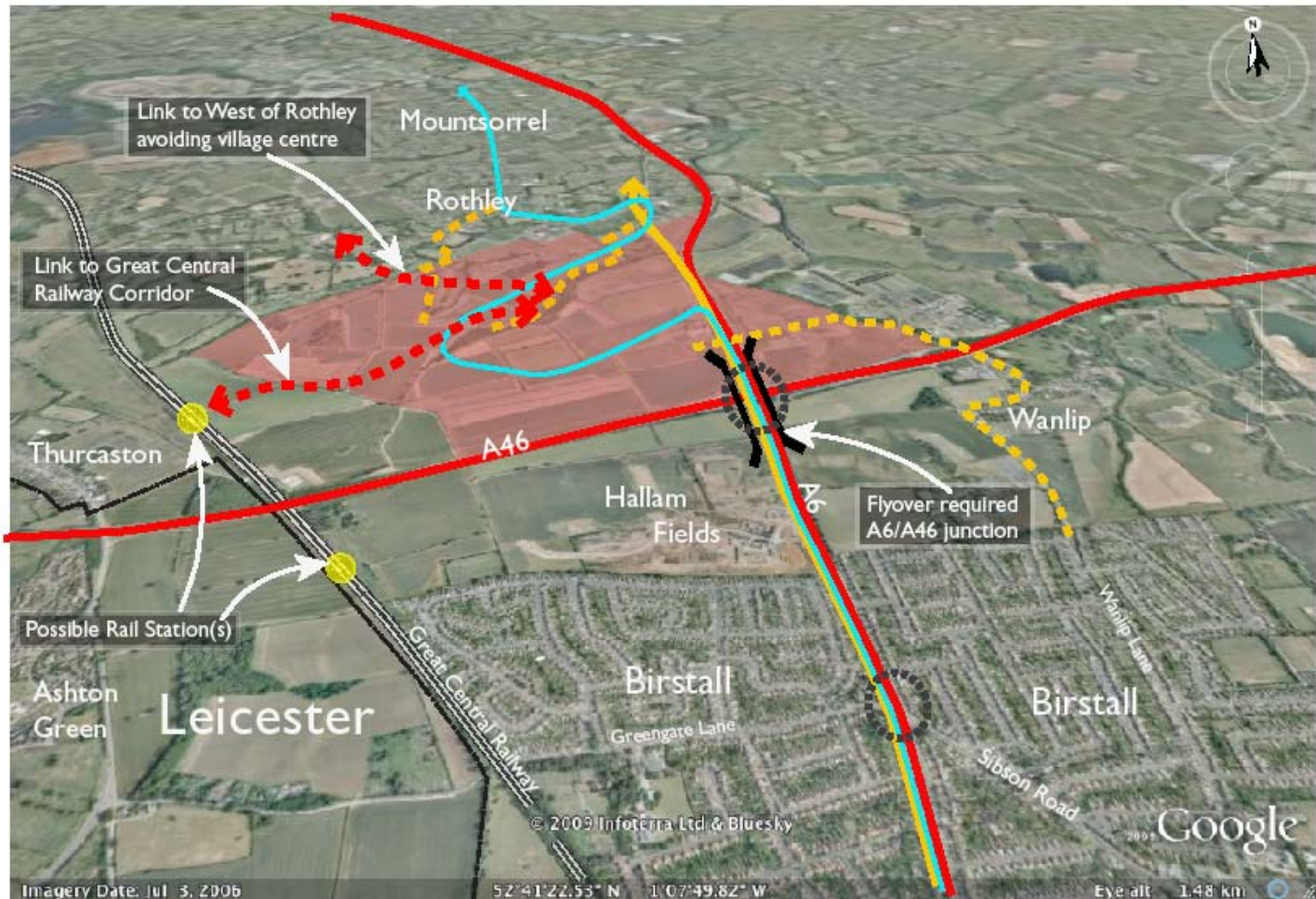


Table 1: List of main transport measures tested

- Diversion and extension of existing bus service 126 between Leicester and Loughborough at 10 minutes frequency through the SUE
- Potential bus rapid transit, tram or train along Great Central railway corridor linking towards Loughborough and Ashton Green.(then on-street to City Centre)
- New walk and cycle routes in particular to Rothley and Birstall centres
- Travel planning and smarter choices initiatives
- Flyover of the grade separated A6/A46 roundabout
- New link road to west of Rothley bypassing the village centre

Table 2: Key performance indicators for the transport measures tested

Option	Total cost (£m)	Total cost per household (£)	percentage Mitigation
Birstall 4,000dwgs + 20ha employment land with A6/A46 flyover and GCR upgrade	19.16	4,790	50% (see notes (1) & (2))

Notes

- (1) Mitigation is 41% with flyover but excluding the Great Central Railway upgrade.
 (2) Most of the remaining congestion could be alleviated by more local capacity improvements and/or demand management measures that reduce traffic flows and pressures at A6/A46 junction and A6 corridor into Leicester where most trips from the SUE would tend to go.

Table 3: Key advantages & disadvantages of the Birstall option

Advantages	Disadvantages
<ul style="list-style-type: none"> + Potential for local trips by sustainable modes to Leicester City Centre, Loughborough, Rothley and Birstall + Opportunity to develop potential of Great Central Railway as a transport corridor 	<ul style="list-style-type: none"> - Highest cost transport measures of the individual South Charwood options and low mitigation of 50% - Higher mitigation requires a full A6 corridor mitigation strategy into Leicester that is likely to be difficult and expensive to achieve; plus other improvements/ measures. - Uncertainties re: delivery of A6/A46 flyover, A6/Great Central Railway corridor upgrades and Bus Rapid Transit on-street in Leicester

Main conclusion

The package of measures tested for a Birstall SUE provides a significantly lower level of mitigation, just 50%, compared with other options. It also has by far the most expensive transport infrastructure of the individual options tested. Removal of the remaining congestion would require significant, complex and expensive wider improvements.