Summary Note 5: EAST LOUGHBOROUGH (COTES) SUSTAINABLE URBAN EXTENSION (SUE): 4,200 DWGS + 12HA EMPLOYMENT LAND

A) Partial Inner Eastern Distributor Road

Fig 1: Plan of Partial Inner EDR package showing transport measures tested

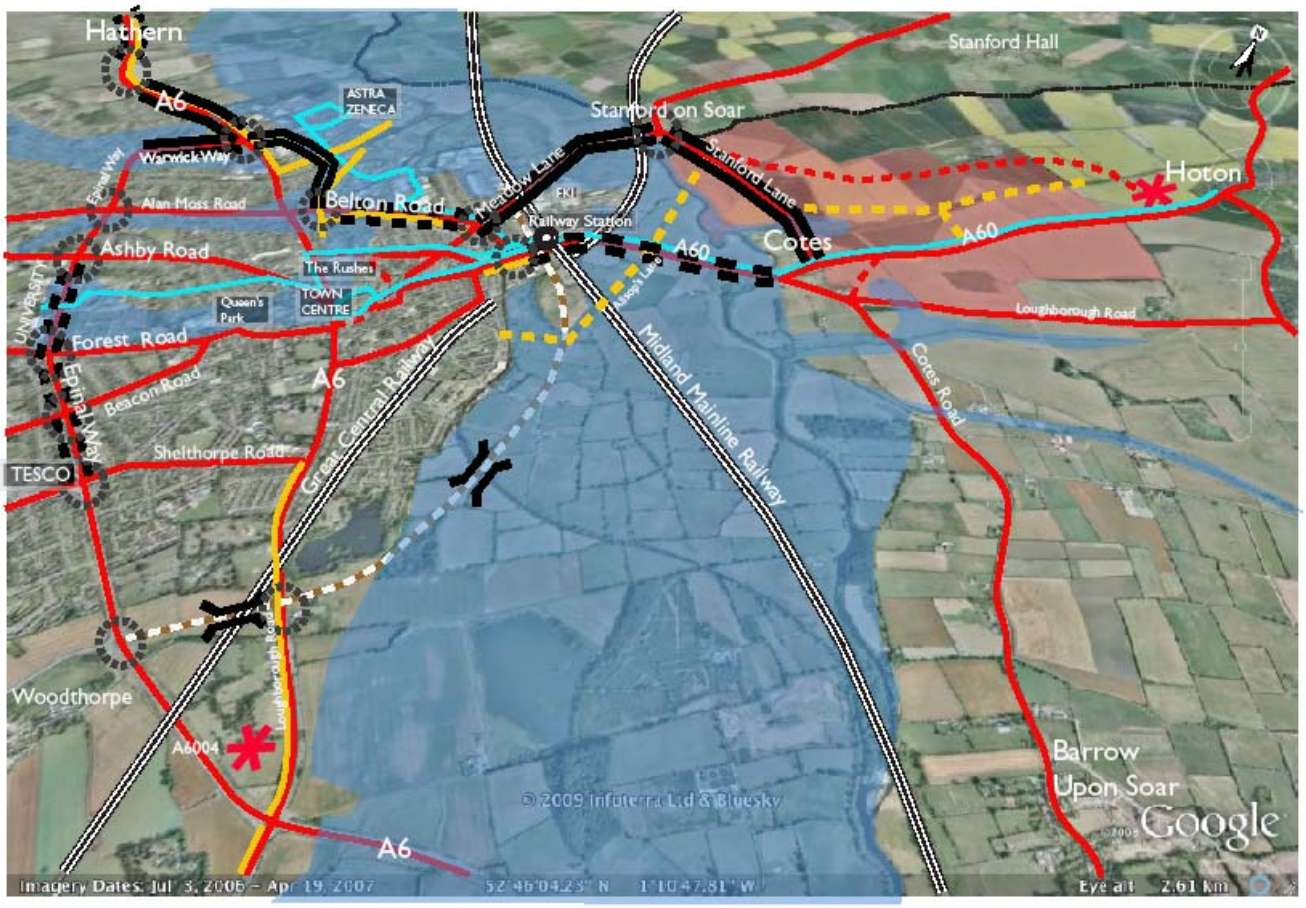

Table 1: Partial Inner EDR: List of main transport measures tested

Partial Inner EDR package
o New 10 minute peak hour bus service to town centre connecting with existing Sprint to serve Bishop Meadow employment areas and University/ Science Park o Park and ride sites on A60 & A6 south linked together by bus (optional) o New walk and cycle routes notably via Allsopps Lane o Travel planning and smarter choices initiatives o Epinal Way, A60 and Meadow Lane improvements o Traffic calming and/or pedestrian priority along High St, Market Place, Wharncliffe Rd, Toothill Road and Burder St o Local access improvements via Cotes village and towards Stanford on Soar
PARTIAL Single carriageway INNER EASTERN DISTRIBUTOR ROAD (EDR) (from Epinal Way south of town to Nottingham Road/ Eastern Gateway link)

B) **Full Outer Eastern Distributor Road**

Fig 2: Plan of Full Outer EDR package showing transport measures tested

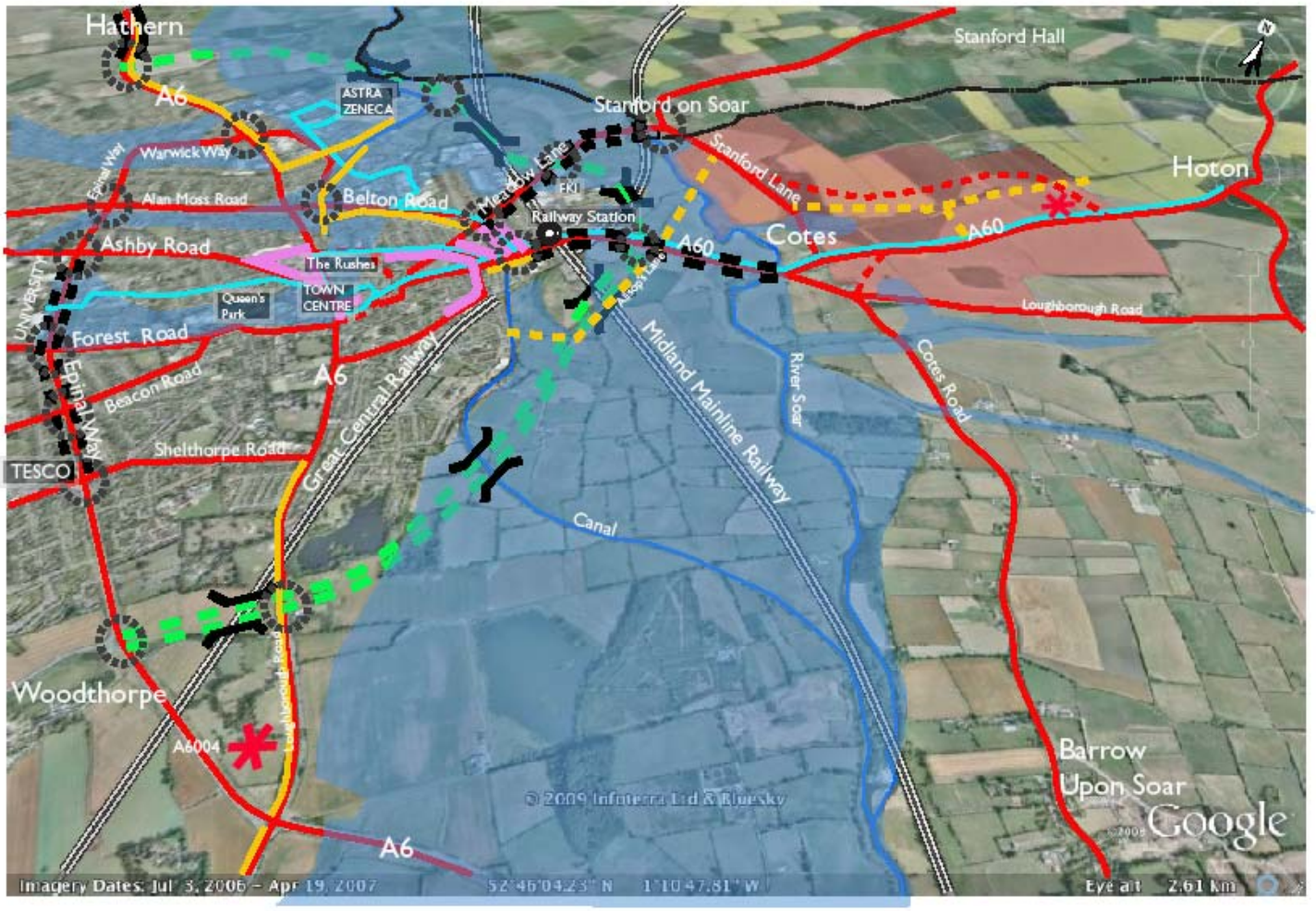

Table 2: Full Outer EDR: List of main transport measures tested

Full Outer EDR package
o New 10 minute peak hour bus service to town centre connecting with existing Sprint to serve Bishop Meadow employment areas and University/Science Park o Park and ride sites on A60 & A6 south linked together by bus (optional) o New walk and cycle routes notably via Allsopps Lane o Travel planning and smarter choices initiatives o Epinal Way, A60 and Meadow Lane improvements o Traffic calming and/ or pedestrian priority along High St, Market Place, Wharncliffe Rd, Toothill Road and Burder St o Local access improvements via Cotes village and towards Stanford on Soar
FULL OUTER EDR Dualled from A6 south to A60 (from Epinal Way south of town to A60, to Meadow Lane then A6 north of town at Dishley)

C) Key assessment results for both EDR options

Table 3: Key performance indicators for the two transport mitigation packages tested

Option	Total cost (£m)	Total cost per household (£)	% Mitigation	Benefit Cost ratio (BCR)
Cotes 4,200 dwgs + Partial Inner EDR	59.3	14,119	41% ***(see Notes (2) & (3) below)***	0.23
Cotes 4,200 dwgs + Full Inner EDR	88.3	21,023	56% ***(see (2))***	0.92
Cotes 4,200 dwgs + Full Outer EDR	110.3	26,261	130% ***(see note (1))***	2.54
Cotes 8,000 dwgs + Full Outer EDR	134.4	16,800	87%	2.59

Notes

(1) By comparison a full, single carriageway outer EDR scores 52% rising to 72% when Epinal Way & A60 upgrades are also included.

(2) An inner EDR to get nearer 100% mitigation also needs all of these highway capacity improvements:

- Dualling of the partial EDR between A6 south and A60 (increases mitigation to 55%)
- A60 (22% capacity increase)
- Stanford Lane (200% capacity increase)
- Meadow Lane (85% capacity increase)
- Belton Road West (60% capacity increase)
- Belton Road (40% capacity increase)
- A6 Derby Rd near Bishop Meadow roundabout (47% capacity increase)
- A6 Derby Rd near Hathern (25% capacity increase)
- Bishop Meadow Road (200% capacity increase)
- Warwick Way (60% capacity increase)

These measures are indicated diagrammatically on Fig 2 above.

(3) By comparison a single, partial outer route Epinal Way to A60 achieves only 5%.mitigation.

Table 3: Key advantages & disadvantages of the two EDR options tested

Route Option	OUTER EDR	INNER EDR
Advantages	+ Benefit Cost Ratio of 2.54 is very good value for money with better prospect of funding + Wider benefits to town, notably the town centre and eastern parts; + Direct links between housing and employment areas + Fully mitigates 4,200 dwgs and could provide platform for larger growth + No severance in town and at the rail station	+ Lower cost than outer route avoiding main railway line and SSSI + Less land take, environmental & flooding concerns than an outer EDR
Disadvantages	- Significantly higher cost cf other options - Significant environmental impacts on Soar valley landscape and biodiversity (Big Meadow SSSI) - Significant impact on floodplain - 6/7 large structures over canal, river and two railway lines; - Worst case scenario is that above 5,000-6,000 dwgs need dualled A60 to Epinal Way section - Separation of road from SUE east of river valley reduces local linkages including with Science Park - Flood free route requires extensive, unnatural landscape features needed to mitigate impact on floodplain	- Benefit Cost Ratios of 0.23 (partial route) & 0.92 (full route) suggest poor value for money with much less likelihood of funding - Least user benefits of options tested and no wider benefits - Significant severance in town notably around rail station - Seems inadequate as a future growth platform - 2/3 large structures over canal, railway line and diverts round sewage/ employment land; - Route through landfill site. may conflict with Great Central Railway improvements - Separation of road from SUE east of river valley reduces local linkages including with the proposed Science Park - Runs through edge of Soar valley floodplain and river valley landscape & biodiversity - Additional road upgrades required for full mitigation likely to be very expensive. Some may be impracticable.

Main conclusions

- o A full, outer EDR dualled A6(S)/A60 + Meadow Lane/A60 improvements fully mitigates 4,200 dwgs with wider benefits. By far the most expensive option but the Benefit Cost Ratio is very good value for money
- o A partial, inner EDR package does not mitigate 4,200 dwgs even with dualling of the EDR and improvements to Epinal Way, Meadow Lane & A60. Significantly more expensive than any partial WDR option and the additional junction/link improvements needed for full mitigation add significant costs. Low Benefit Cost Ratio is poor value for money.
- o Significant environmental impacts and significant flooding issues for all EDR options.

- EDR options provide more limited relief to traffic problems in west Loughborough.
- A Hathern Bypass is needed with Full EDR options.