

CHARNWOOD 2026 LDF CORE STRATEGY SUE OPTIONS:
MVA TRANSPORT ASSESSMENTS FOR LOUGHBOROUGH (August 2009)

Summary Note 6: SOUTH & SOUTH WEST LOUGHBOROUGH SUSTAINABLE URBAN EXTENSION (SUE) 5,000 DWGS + 20HA EMPLOYMENT LAND

The two SUE options are considered together as they perform better as one combined option and it would be logical to implement them together to achieve the southern section of a WDR.

Fig 1: Plan showing main transport measures tested

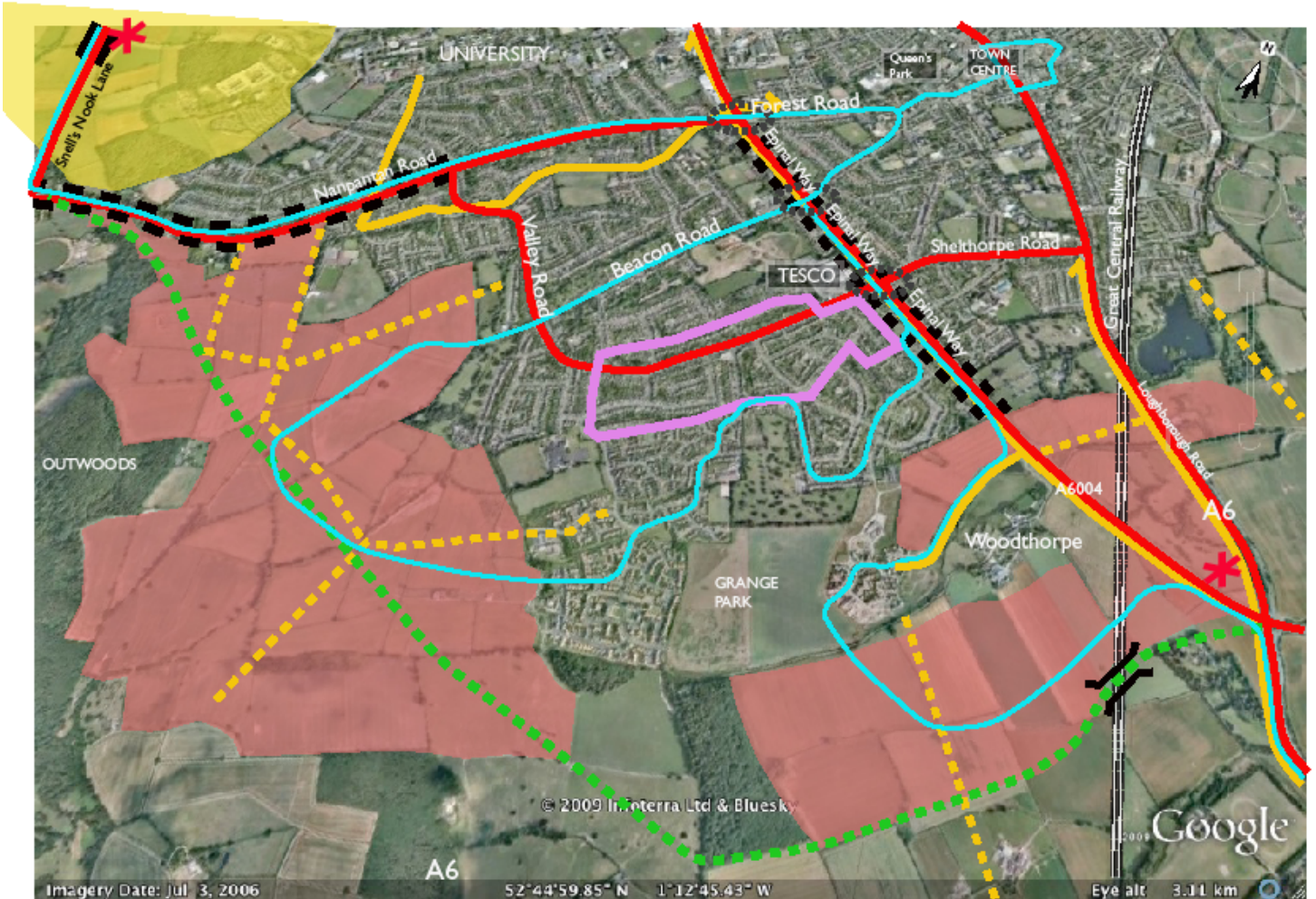


Table 1: List of main transport measures tested

- Divert and extend existing bus services through the south SUE to serve Loughborough, Shepshed and Leicester. For a SW SUE extend existing bus services to run at 15 min frequencies to the University/Science Park, Shepshed and Loughborough.
- Park and ride sites on A512 & A6 south linked together by bus (optional)
- New walk and cycle routes to local services and facilities
- Travel planning and smarter choices initiatives
- **A Partial Western Distributor Road (WDR) from A6(S) to Epinal Way to Nanpantan Road to the A512** (the last section could be a new route or an upgrade of Snells Nook Lane including a bypass of Nanpantan crossroads)
- Epinal Way improvements plus direct connection to A6/Ling Rd roundabout
- Improvements to A6/Epinal Way roundabout and King St/Leicester Rd junction

- Traffic calming and/ or pedestrian priority through Woodthorpe & Shelthorpe
- Local access improvements along Nanpantan Road.

Table 2: Key assessment results for the transport mitigation packages tested

Option	Total cost (£m)	Total cost per household (£)	% Mitigation	Benefit Cost ratio (BCR)
S & SW SUEs, Partial WDR + Epinal Way improvements	33.0	6,600	80%	4.96 (see (1))
By comparison...				
West, S & SW SUEs, Full WDR + Epinal Way improvements	65.2	7,670	114%	7.09 (see (1))

Note:

(1) The Benefit Cost Ratio falls to 3.81 for a partial WDR and to 5.44 for a full WDR if it is assumed that the one third of the route integral to the SUE masterplan is not developer funded.

Table 3: Key advantages & disadvantages of a partial WDR

Route Option	Partial Western Distributor Road (A6(S) to Nanpantan Rd to A512)
Advantages	<ul style="list-style-type: none"> + Benefit Cost Ratios in the range 3.84 to 7.09 are very good value for money, higher than eastern options, suggesting better prospects of attracting any gap funding for delivery + Cost per dwelling of partial WDR related to S & SW SUE options is lowest of all Loughborough options tested + WDR acts as the perimeter to development fully mitigating SUE option and Science Park extension + Wider benefits to town especially west of town centre in south Loughborough and on Epinal Way + No severance of parts of town + With full WDR direct links created between residential and employment areas and better agglomeration with Science Park
Disadvantages	<ul style="list-style-type: none"> - Potential impact of section of WDR through area between the town and the Outwoods area with Charnwood Forest special landscape character - One option for a bypass of Nanpantan crossroads could involve property CPO/demolition - Bridge across Great Central Railway needed. For full WDR also need dual section between Nanpantan Road and A512 - Some deterioration possible in travel time benefits along Nanpantan Rd/Forest Rd route - More limited relief to problems apparent in town centre/ east Loughborough

Main conclusions

- Combined south and south west SUEs are 80% mitigated by a partial WDR between A6(S) and A512 bypassing Nanpantan and other supporting schemes. This option with a full single carriageway WDR can achieve 111% mitigation but southern sections and Snells Nook Lane would be near capacity. More limited relief of residual congestion in town centre/ east Loughborough.
- Significant environmental impacts for WDR options. Flooding implications less significant than EDR options.
- Partial and full WDR options have good Benefit Cost Ratios suggesting good value for money.
- A Hathern bypass is also required with a full WDR.