

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

**Summary Note 3: THURMASTON SUSTAINABLE URBAN EXTENSION (SUE): 5,000
DWGS + up to 50ha 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 Syston, Thurmaston and Leicester
- 30 min frequency rail services + rail based Park and Ride south of Syston
- New walk and cycle routes to Syston, Thurmaston, Barkby and Hamilton
- Travel planning and smarter choices initiatives
- Spine road Barkby Road to Hamilton/Sandhills Avenue
- Bypass of Barkby/Barkby Thorpe with traffic calming in villages
- Additional capacity at Barkby Thorpe Lane/A607 (1) and Troon Way/Barkby Rd roundabouts
- Link to Syston via Goodes Lane/ Pembroke Avenue and direct walk/cycle route to Syston centre
- Possible Syston Eastern bypass

Note

(1) If adequate capacity could not be achieved consideration would need to be given to a new east to west link road from Melton Road to the SUE routed north of Barkby Thorpe Lane.

Table 2: Key assessment results for the transport measures tested

Option	Total cost (£m)	Total cost per household (£)	Percentage Mitigation
Thurmaston 5,000dwgs + 20ha employment land with rail P & R	11.080 (see note (1))	2,216	76% (see notes (2) & (3))
Thurmaston 5,000dwgs + 50ha employment land with rail P & R	16.280 (see notes (1) & (4))	3,256	71% (see note (3))

Notes

(1) Costs increase if a new road link is needed between Melton Road and the SUE as an alternative to Barkby Thorpe Lane.

(2) Mitigation rises 3% to 79% with a Syston eastern bypass. Extra cost of £7.5m would need to be balanced against the potential wider amenity and environmental benefits to parts of Syston.

(3) The majority of the remaining congestion could be alleviated by more local capacity improvements and/or demand management measures that reduce traffic flows and pressures at various junctions in Leicester where most trips from the SUE would be directed

(4) Higher cost with Syston eastern bypass included. The bypass becomes more necessary to address significant in-commuting to a larger employment land allocation because trips from dispersed locations could not reasonably be served by public transport. An alternative option with less employment land at Thurmaston and more in local settlements could reduce commuting levels.

Table 3: Key advantages & disadvantages of the option

Advantages	Disadvantages
+ Transport measures seem affordable with significant scope for developer funding	- Significant residual congestion issues on roads in and out of Leicester may not be easy to resolve
+ Removal of through traffic from Barkby and Barkby Thorpe	- Uncertainties re delivery of rail based park and ride and/ or Syston eastern bypass. Both

<ul style="list-style-type: none"> + Significant potential for local trips by sustainable modes notably to Leicester City Centre, Syston, Thurmaston and Hamilton centres + Opportunities to develop rail based park and ride/ Syston eastern bypass + Less significant falls in % mitigation than an Anstey option as the scale of development increases. 	<p>are complex schemes with potential for significant wider benefits but only modest relief of congestion related to an SUE.</p>
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Main conclusions

- o A 5,000 dwgs Thurmaston SUE achieves 76% mitigation with rail based Park & Ride. A Syston Eastern Bypass adds only 3% development mitigation but offers wider benefits.
- o A 5,000 dwgs Thurmaston option has similar cost effectiveness to the equivalent Anstey option and similar mitigation (74% - 76%). A Thurmaston option with 50 ha employment land and a Syston Eastern Bypass is more cost effective than a Birstall option. The case for a bypass seems more justifiable if employment land is maximized.
- 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.