

**Summary Note 7: WEST LOUGHBOROUGH SUSTAINABLE URBAN EXTENSION (SUE)
3,500 DWGS + 20HA EMPLOYMENT LAND**

Fig 1: Plan showing main transport measures tested

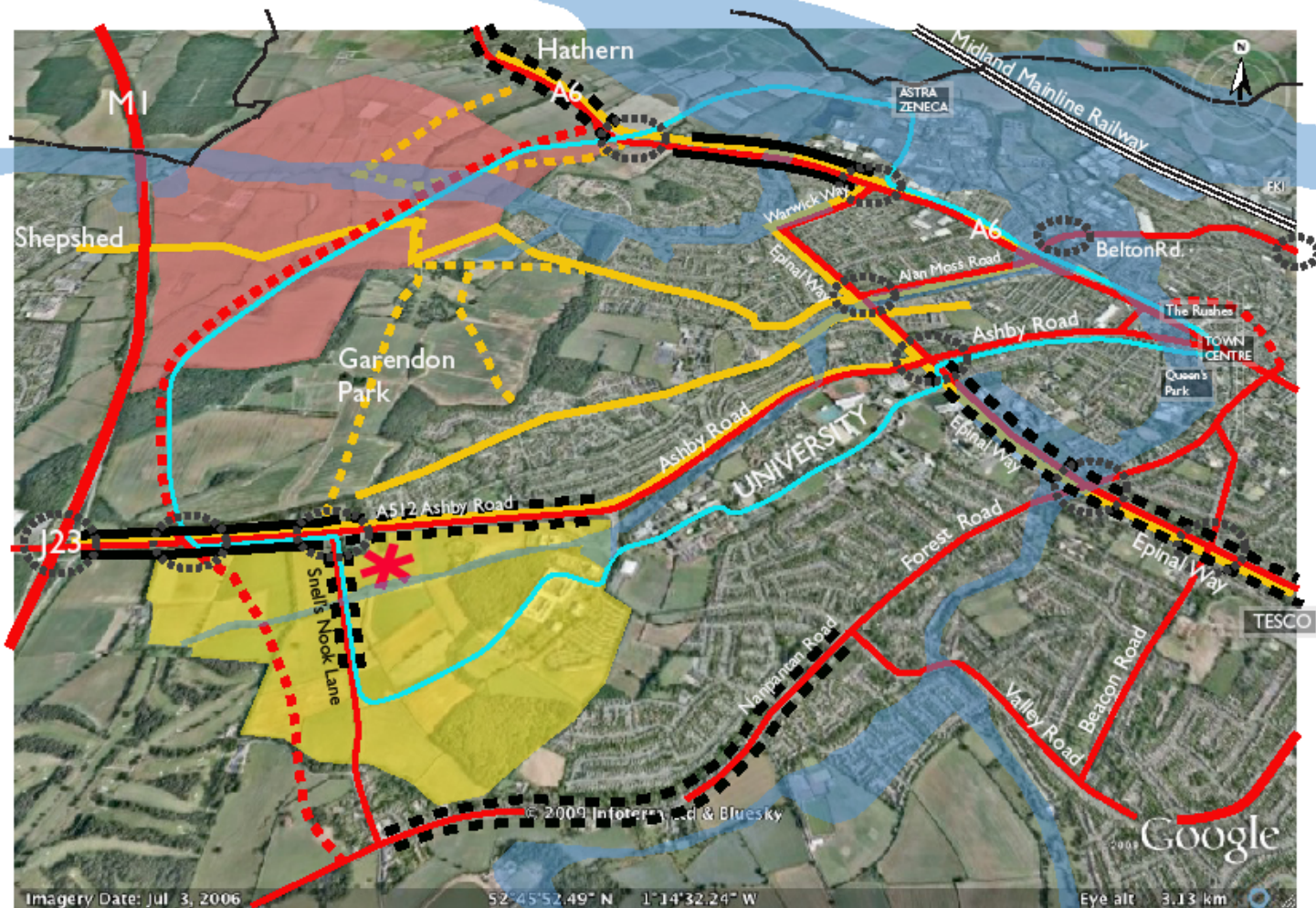


Table 1: List of main transport measures tested

- New 15 minute bus service to Loughborough town centre, possibly extending the existing Sprint, to serve the A6, Bishop Meadow employment areas, A512 & University/Science Park
- Park and Ride sites on A512 & A6 south linked together by bus (optional)
- New walk and cycle routes to local services and facilities in Loughborough/Shepshed
- Travel planning and smarter choices initiatives
- **Partial Western Distributor Road (WDR) from A6(N) to A512 to Nanpantan Road** (the last section could be a new route or an upgrade of Snells Nook Lane including a bypass of Nanpantan crossroads)
- Upgrade of A512 from Snells Nook Lane to M1 Motorway J23
- Upgrade of A6 from Dishley to Bishop Meadow roundabout
- Epinal Way improvements up to Ashby Road
- Improvements at Bishop Meadow roundabout, Belton Rd/A6 and Ratcliffe Road/Station Approach junctions
- Traffic calming and/or pedestrian priority through parts of Thorpe Acre

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

Option	Total cost (£m)	Total cost per household (£)	% Mitigation	Benefit Cost ratio (BCR)
Partial WDR	33.7	9,628	126% (see (1))	6.18 (see (2))
Full WDR		unknown	208%	unknown

Notes

(1) The % mitigation for a partial WDR could be improved further with additional highway capacity improvements to:

- Epinal Way junctions
- Warwick Way/Bishop Meadow roundabout
- Belton Rd/A6 Derby Rd
- Shelthorpe Rd/A6 Loughborough Rd

(2) The Benefit Cost Ratio falls to 4.75 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 (N) to A512 to Nanpantan Rd)
Advantages	<ul style="list-style-type: none"> + Benefit Cost Ratio represents very good value for money, higher than eastern options, suggesting better prospects of attracting any gap funding needed for delivery + Road is perimeter to development and fully mitigates SUE option and Science Park extension + Wider benefits to town especially west of town centre in Thorpe Acre and along Epinal Way + No severance of parts of town + Direct links between residential and employment areas/schools/local centres and better agglomeration with Science Park
Disadvantages	<ul style="list-style-type: none"> - Potential impact of section through Garendon Historic Park and Garden is of significant concern to English Heritage - Need to cross Black Brook floodplain - One option for a bypass of Nanpantan crossroads would involve property demolition - Some deterioration possible in travel time benefits along Nanpantan Rd/Forest Rd route - More limited relief to traffic problems apparent in town centre/ east Loughborough

Main conclusions

- A partial WDR between the A6 (N) and Nanpantan Rd directly connected to a single A512 junction can fully mitigate 3,500 dwgs at Garendon with dualling of the A6 to Bishop Meadow roundabout and A512 to the M1 Motorway and a bypass of Nanpantan Rd crossroads and improvements on Epinal Way..
- Partial and full WDR options have similar cost effectiveness and are significantly lower cost than a full, partially dualled outer EDR option providing a similar level of mitigation.
- More limited relief to residual congestion in town centre/east Loughborough
- Significant environmental impact for WDR options. Flooding implications less significant than for EDR options.
- WDR options have good Benefit Cost Ratios suggesting good value for money

- A Hathern bypass is also required with a full WDR.