CHAPTER 10: TRANSPORT

Introduction

10.1 This section of the ES considers the transport implications of the proposed development, which will provide a new Community Stadium that will be the home of Boston United Football Club (BUFC), together with some 500 dwellings and a range of retail, food and drink and related land uses.

10.2 Vehicular access to the proposed development would be from a new 4-arm roundabout to be constructed on the A16 and a new traffic signal controlled junction on B1397 London Road. A new distributor road would link the two access junctions providing for traffic circulation within the site and also forming the first phase of the system of distributor road links advocated in the County Council's transport strategy for the town.

Methodology

10.3 The methodology used in the assessment involves establishing current demands for movement by all modes of transport and considering the operation of existing services, facilities and infrastructure available in response to such demands. Further analysis is then undertaken in the anticipated year of completion of the proposed development (2023) comparing operation in scenarios with and without the proposed development.

10.4 Arising from this analysis, the impact of demands for movement generated by the proposed development is assessed to consider whether remedial actions are required to deal with such impacts. The traffic impact analysis focusses on the weekday morning and evening peak periods, the existing Saturday peak period and the Saturday periods before and after a football match at the new stadium.

Planning Policy Context

The Development Plan

Boston Borough Local Plan

10.5 In the period prior to formal adoption of the South East Lincolnshire Strategy and Policies DPD 'saved' policies of Boston Borough Local Plan, adopted in April 1999 remain relevant. Saved Local Plan Policies T1 and T2 set out below are considered relevant to the development now proposed as set out below:

Saved Local Plan Policy T1 - New Accesses onto Major Roads

On all A-class roads in the built up area of the town of Boston, a new access or junction will not be permitted unless:

1) it is in replacement of an existing one to be closed; or
2) it can be demonstrated that there will be no adverse effects on the safety and capacity of the road.

10.6 The explanatory note provided in the Local Plan indicates that compliance with Policy T1 is required 'in the interests of traffic safety and the efficient operation of the road network'. The analysis provided in subsequent sections of this report demonstrates that the site access to the A16 will be provided in accordance will operate safely and satisfactorily. Furthermore, the distributor road through the site to London Road is the first phase of the system of distributor roads to the west of Boston identified in the County Council's transport strategy for the town. The development now proposed is therefore considered consistent with saved Local Plan policy T1.

Saved Local Plan Policy T2 – Roads and Footpaths in New Development

Where a development involves the construction of a new road and/or footpath, planning permission will not be granted unless the proposed road and/or footpath layout:

1) **provides for any proposed throughroad to be accessible to public transport vehicles;**
2) **caters satisfactorily for the needs of pedestrians, cyclists and persons of restricted mobility; and**
3) **relates well to the nature and form of the development, and the locality in general.**

10.7 Saved Local Plan Policy T2 recognises that as well as meeting road safety and functional requirements, the layout of roads and footpaths within new development should cater for the needs of users other than those in private cars. The proposed development is considered consistent with saved Local Plan Policy T2 as the distributor road through the site will be suitable for use by buses and the scale of proposed development will provide the opportunity for provision of improved local bus services, serving both the development and the local area. Provision within the site will be made for pedestrians, cyclists and persons with restricted mobility in accordance with current best practice. The site also relates well to adjoining areas providing a range of further shops, commercial and leisure facilities thereby reducing the need to travel.

Other Material Considerations

National Planning Policy Framework

10.8 A National Planning Policy Framework (NPPF) was published by Government on Tuesday 27 March 2012, establishing a presumption in favour of sustainable development. NPPF replaces previous Planning Policy Guidance Notes and Planning Policy Statements, which are now revoked. Paragraph 32 of NPPF requires that developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. The proposed development is of a scale requiring a Transport Assessment which is duly provided by this report. Paragraph 32 of NPPF identifies three transport related criteria which should be taken into account when decisions are made on Development Plans and planning applications, as follows:

'Decisions should take account of whether:

- **the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;**
- **safe and suitable access to the site can be achieved for all people; and**
- **improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'**

10.9 The site is considered conveniently accessible for pedestrians, cyclists and public transport users. The development provides the opportunity to improve local bus services and accessibility, with a Travel Plan to be implemented to promote the use of more sustainable modes of transport. A range of community facilities is already available locally and further shops, commercial and leisure facilities to be provided within the development, thereby reducing the need to travel.

10.10 Safe and suitable access will be provided from the A16 and B1397 London Road for all highway users in accordance with normal design standards. Access for pedestrians and cyclists would also available from London Road and Tytton Lane East. Within the site highway provision would be made in accordance with current design standards with a network of routes for pedestrians and cyclists consistent with current best practice.

10.11 The analysis summarised in this document and set out in more detail in the Transport Assessment demonstrates that demands for movement generated by the proposed development can be safely and adequately accommodated on the local transport network such that any resulting impacts are minor and not severe.

<u>South East Lincolnshire Local Plan</u>

10.12 Boston Borough Council is working with South Holland District Council to produce a new Local Plan for South East Lincolnshire (which includes the Boston Borough administrative area). A draft Strategy and Policies Development Plan Document

(DPD) was issued for consultation in May 2013, setting out the vision, priorities and policies and identifying broad locations for change, growth and protection, indicated a requirement for approximately 2900 new dwellings in the town of Boston in the period to 2031. The development now proposed therefore offers the opportunity to contribute positively towards identified future housing requirements for the Boston area.

Lincolnshire Local Transport Plan

10.13 The fourth Lincolnshire Local Transport Plan (LTP4) sets out a 10-year strategy and programme for the period 2013-2023, building on the strategies and policies set out in the previous Local Transport Plans. LTP4 recognises the challenges imposed by the current economic conditions in delivering necessary transport infrastructure noting the need to explore funding opportunities from developers as well as Growth Point Funding and funding available from the Local Enterprise Partnership and from the new Local Transport Boards.

10.14 As a practical example of opportunities for collaboration between the County Council, the local planning authority and prospective developers in the Boston area, LTP4 recognises the potential for collaboration between County and Borough Councils and developers to deliver distributor roads to the west of Boston, identified in the transport strategy for the town:

> **'areas of land will be identified for future development which may help facilitate the possibility of a distributor road to the west of Boston. This forms an important part of the longer term highway improvements within the adopted Transport Strategy and the County Council will continue to work closely with the Borough Council on this during the 4th LTP period.'**

Boston Transport Strategy

10.15 An integrated Transport Strategy for Boston was adopted by the County Council and endorsed by Boston Borough Council in January 2007. The Strategy included proposals for online highway improvements in the A16 and A52 corridors which were

completed in April 2011 and have improved network capacity and efficiency. The short term recommendations also included local 'into town' bus services which have been successfully introduced to the west, north and east of the town.

10.16 The longer term strategy (2011-2021) recognises the need major highway improvement and considered options for a full bypass or a system of orbital distributor roads. The Strategy concluded that the Distributor Road option is the most appropriate for inclusion in the longer term transport strategy for the town. To provide flexibility in bringing forward the distributor road, the Transport Strategy identifies a 'Likely Area of Assessment' for the new road to the west of the town but does not identify a precise route. The distributor road between A16 and London Road proposed as part of the current development is within the identified 'Likely Area of Assessment' and may therefore be regarded as consistent with the objectives of the adopted transport strategy, forming the first stage of new Distributor Road.

Existing Situation

Accessibility

10.17 Walking and cycling will be realistic options for a range of trips to be made by future residents and visitors to the proposed development. Footways contiguous to the carriageway area available for pedestrian movement in the local area and the site is well located for access to the County Council's current network of cycle routes in the Boston area, with an established cycle route to the town centre available via London Road.

10.18 A new footway is to be provided on the eastern side of the A16 between the Tytton Lane and the new roundabout completing a continuous pedestrian route to the stadium. Provision of a 'Toucan' signal controlled crossing is proposed on the A16 to the north of the access roundabout, to provide a safe and convenient connection between the development areas for pedestrians and cyclists. Within the site a network of routes for pedestrians and cyclists is proposed, many of which are segregated from the traffic routes. The shopping, leisure and commercial facilities to be provided as part of the proposed development will therefore be conveniently accessible to pedestrian and cyclists.

10.19 Regular bus services currently pass the application site on London Road. The scale of the development now proposed however provides the opportunity to consider improved bus services including the introduction of a new into-town service to the south of the town, which as well as providing convenient access to the proposed development areas would also improve accessibility for local people. To this end the distributor road passing through the site and the initial section of the stadium access road will be provided to standards suitable for bus operation.

10.20 On match days, additional dedicated shuttle buses would be available for journeys between the town centre and the stadium. Wide Bargate could be the town centre terminus for the shuttle services with buses operating for specified periods before and after the match. Shuttle bus operation would be a matter for detailed consideration as part of the Stadium Event Management Plan.

Existing Traffic Conditions

10.21 In the vicinity of the site the A16 provides a two-lane single carriageway road, which is generally straight and flat. The overall carriageway width is some 10.0 metres although edge of carriageway markings denote a notional carriageway some 7.3 metres in width. The road is lit and traffic movement on the A16 in the vicinity of the site is subject only to the national speed limit of 60 mph.

10.22 The carriageway is flanked by a wide grassed highway verge containing a drainage ditch to each side. There is a continuous footway on the western side of the A16 to the rear of the drainage ditch. To the eastern side, the footway from the town centre terminates at the junction with Tytton Lane, to the north of the proposed development. A new footway is however to be provided on the eastern side of the A16 between the junction with Tytton Lane and the new roundabout to assist pedestrian access to the proposed development.

10.23 In the vicinity of the site, there are minor junctions on the A16 with Tytton Lane, Saundergate Lane and Causeway. The junctions are priority controlled with ghost-island turning lanes, with these routes providing for local traffic circulation and

access. To the north of the site on the approaches to the town centre, the A16 junctions with Marsh Lane and London Road, are laid out as roundabouts to accommodate larger volumes of traffic.

10.24 B1397 London Road provides a two-lane single carriageway generally around 8.0 metres in width. In the vicinity of the site, the road is straight and flat with traffic movement subject to a 40 mph speed limit. There is a southbound cycle lane approximately 1.2 metres in width marked out within the carriageway with a continuous shared footway cycleway to the farside of the carriageway for cycling towards the town centre. As described in section 3 of this report, these provisions form part of continuous cycle routes connecting the site with the town centre and suburban areas of Boston.

10.25 Traffic surveys have been undertaken to establish existing traffic flows at key locations in the local highway network, as follows:

1. A16 junction with Tytton Lane East – priority controlled staggered cross-roads
2. A16 junction with Causeway – priority controlled T-junction
3. A16 junction with Saundergate Lane – priority controlled T-junction
4. A16 junction with Marsh Lane – 3-arm roundabout
5. A16 junction with London Road – 4-arm roundabout
6. B1397 London Road junction with Tytton Lane East and Tytton Lane West – priority controlled cross-roads.
7. B1397 London Road junction with Saundergate Lane and West End Road – priority controlled cross-roads.
8. A16 Spalding Road junction A16 John Adams Way and A52 Liquorpond Street – 3-arm roundabout

10.26 The surveys establish existing traffic flows during Friday morning and evening peak periods and during key Saturday periods. The results of the surveys are summarised in the table below. It can be seen that traffic flows on the A16 are at a significant level and gradually increase approaching to the town centre. Traffic flows on London Road are at a lower level with minor roads such as Tytton Lane and Saundergate Lane more lightly trafficked.

10.27 Whilst the improvements implemented by the County Council on the A16 approaches to the town centre have significantly improved operation in these areas it is recognised that town centre congestion and delays at the town centre level crossing impact on operation and remain a local traffic issue.

Table 10.1 Existing Traffic Flows

Location	**Direction**	**Friday AM Peak**	**Friday PM Peak**	**Saturday 1115-1215**	**Saturday 1400-1500**	**Saturday 1700-1800**
A16 - South of Tytton Lane East	Northbound	818	703	603	559	509
	Southbound	583	819	591	507	519
A16 - South of Causeway	Northbound	759	734	608	522	526
	Southbound	599	819	580	518	526
A16 - South of Saundergate Lane	Northbound	759	734	608	522	526
	Southbound	588	788	562	556	551
A16 - North of Tytton Lane East	Northbound	800	743	609	546	494
	Southbound	583	865	609	507	528
A16 - North of Marsh Lane	Northbound	979	953	891	652	641
	Southbound	953	901	750	650	609
A16 - South of John Adams Way	Northbound	1194	1099	1313	1150	977
	Southbound	953	1070	1131	745	735
A16 John Adams Way - East of Liquorpond Street	Eastbound	1578	1560	1645	1569	1381
	Westbound	1732	1812	1756	1477	1618
A52 Liquorpond Street - West of A16 roundabout	Eastbound	778	880	913	912	883
	Westbound	1051	1161	1206	1036	1165
London Road - North of Tytton Lane	Northbound	471	374	433	346	259
	Southbound	298	469	369	315	238
London Road - South of Tytton Lane	Northbound	428	340	402	318	237
	Southbound	308	449	325	285	262
London Road, - North of Saundergate Lane	Northbound	406	360	402	301	243
	Southbound	338	468	327	288	259
Tytton Lane West - West of London Road	Eastbound	127	103	81	57	51
	Westbound	45	142	72	57	18
West End Road - West of London Road	Eastbound	158	226	200	205	158
	Westbound	211	281	254	194	118

Impact of Development

Site Access

10.28 Vehicular access to the site is proposed from a new 4-arm roundabout on the A16 and a new traffic signal controlled junction on B1397 London Road, with a distributor road linking the access junctions. As well as meeting the needs of the development now proposed, the distributor has the potential to form the first phase of the system of distributor roads to the west of Boston advocated in the County Council's transport strategy.

10.29 It is anticipated that traffic movements on the distributor would initially be at a modest level however the new road has been designed to meet future requirements, when further sections of the planned distributor road system are brought forward. The distributor road would generally comprise a 6.75 metre two-lane single carriageway which would be suitable for use by buses. The section adjacent to the new A16 roundabout would however be provided to dual-carriageway standard to ensure satisfactory operation in future years.

10.30 Access to the development areas will be available from the distributor road, although direct frontage access to individual properties is not proposed. The junctions of the distributor road with the residential roads will be priority junctions with ghost-island turning lanes, so that turning does not restrict traffic movement on the distributor road. A similar approach has been used in the design of the stadium access road, where turning lanes would be provided at the accesses to the food and drink units, to allow traffic to flow freely to and from the stadium complex.

10.31 The site layout will include a network of quality routes for pedestrians and cyclists, many of which will be traffic free and separated from the road network. A consistent approach to the design of walking and cycling routes is envisaged with specifications of geometry and construction materials to be agreed with the authorities. It is recognised that the mix of land uses within the development will provide opportunities intra-development trip making (trips contained wholly within the development). Provision of an attractive and convenient network of walking and

cycling routes will seek to ensure that walking and cycling are the modes of choice for such intra-development trips.

10.32 A 'Toucan' crossing is proposed on the A16 providing a traffic signal controlled crossing facility for pedestrians and cyclists. The site access proposals also include provision of a new section of footway on the eastern side on the A16 between Tytton Lane to provide a continuous pedestrian route to the stadium complex. It is recognised that introduction of a speed limit on the A16, in the vicinity of the proposed site access roundabout may need to be considered, in consultation with the relevant authorities.

Parking

10.33 Parking for cars, including disabled users, motor cycles and cycles will be provided within the various elements of the proposed development to appropriate standards. Some 380 car parking spaces are proposed in the stadium complex, which with allowance for staff and officials is consistent with the standards set out in the former PPG13, now revoked, and the Lincolnshire County Council Development Guide; standards now withdrawn.

10.34 Car parking within the other elements of the proposed development would be provided in accordance with normal standards and will be considered as part of a future reserved matters planning application, when specific land uses are identified. Occupiers of individual units will be encouraged to take a flexible approach to the management of car parking spaces and allow users to leave their vehicle in one parking area whilst visiting another, recognising that many users of the site will visit more than one element of the development. In addition to car parking, the proposed development will incorporate suitable parking for motor cyclists and cyclists.

Walking and Cycling

10.35 Multi modal data from the TRICS database provides an initial assessment of typical levels of walking, cycling and public transport trips associated with various elements of the proposed development, detailed in the Transport Assessment. The initial analysis indicates relatively low levels of walking, cycling and public transport trips,

however the introduction of the Travel Plan as an integral part of the proposed development and the availability of walking, cycling and public transport facilities in the local area provides the potential for higher levels of trip making by these more sustainable modes of transport.

Traffic Generation

10.36 Traffic movements generated by and attracted to each element of the proposed development in the periods of interest have been assessed, either by reference to the TRICS database or by considering operation from first principles. Traffic movements have then been assigned to the highway network using appropriate distribution models, with allowance where necessary for pass-by trip making and linked trips where a visit is made to more than one element of the proposed development. In relation to the stadium complex, the analysis considers weekday use when a range of community and leisure uses are envisage. On Saturdays, the assessment focuses on demands for movement generated on a Saturday match-day, with kick-off at 3pm as this use will be more intensive than Saturday non match day uses.

Traffic Generation – Proposed Residential Development

10.37 Traffic movements generated by the proposed residential development are indicated in the table below. The geographical distribution of generated traffic been assessed by reference to the distribution of car driver journey to work trips for the Wyberton Ward of Boston, within which the site is located as recorded in the census. Whilst vehicle trips will be generated for various purposes, the distribution of car driver journey to work trips is generally regarded as representative and is considered appropriate in this instance.

Table 10.2 Housing Development Traffic Generation (500 dwellings)

Time Range	Arrivals (vehicles)	Departures (vehicles)
Weekday Morning Peak Hour (0800-0900)	72	187
Weekday Evening Peak Hour (1500-1600)	186	110
Saturday Peak Hour (1100-1200)	108	117

Saturday (1400-1500)	104	99
Saturday (1700-1800)	124	91

10.38 The resulting assignment of traffic generated by the proposed residential development is summarised in table 10.3 below. It can be seen that the volume of traffic generated by the proposed residential development at specific locations would be at a generally modest level.

Table 10.3 Traffic Movements Generated by the Proposed Residential Development (500 dwellings)

Location	Direction	Friday AM Peak	Friday PM Peak	Saturday 1100-1200	Saturday 1400-1500	Saturday 1700-1800
A16 - South of Tytton Lane East	Northbound	60	36	38	32	29
	Southbound	23	60	35	34	40
A16 - South of Saundergate Lane	Northbound	14	35	21	20	24
	Southbound	36	21	22	19	17
A16 - North of Tytton Lane East	Northbound	46	27	29	25	23
	Southbound	18	46	27	26	31
A16 - North of Marsh Lane	Northbound	40	24	25	21	20
	Southbound	16	40	23	22	27
A16 - South of John Adams Way	Northbound	64	38	40	34	31
	Southbound	16	42	24	23	28
A16 John Adams Way - East of Liquorpond Street	Eastbound	60	35	38	32	29
	Westbound	14	37	21	21	25
A52 Liquorpond Street - West of A16 roundabout	Eastbound	4	12	7	6	8
	Westbound	12	7	7	6	6
London Road - North of Tytton Lane	Northbound	46	27	29	25	23
	Southbound	18	46	27	26	31
London Road - South of Tytton Lane	Northbound	54	32	34	28	26
	Southbound	21	54	31	30	36
London Road, - North of Saundergate	Northbound	11	29	17	16	20
	Southbound	30	17	18	16	14
Tytton Lane West - West of London Road	Eastbound	3	7	4	4	5
	Westbound	7	4	5	4	4
West End Road - West of London Road	Eastbound	5	13	8	8	9
	Westbound	13	8	8	7	7

Traffic Attraction – Proposed Food Retail Development

10.39 This section of the report considers the traffic movement attracted to the proposed food retail development (7000sqm GFA). In relation to weekday periods, the analysis considers specifically traffic movements attracted to the store on a Friday as this is recognised as being the busiest weekday. Traffic movements attracted to the proposed retail food store during the periods of interest are set out in table 10.3 below.

Table 10.4 Traffic Attraction – Proposed Food Retail Store (7000sqm GFA)

Period	ARRIVALS (veh)	DEPARTURES (veh)
Friday 08:00-09:00	166	119
Friday 17:00-18:00	320	334
Saturday 11:00-1200	354	321
Saturday 14:00-15:00	333	333
Saturday 17:00-18:00	277	334

10.40 The accepted starting point when considering food retail development is that new stores result in a redistribution of existing trip making and expenditure, rather than resulting in new trip making and expenditure. As such, the proportion of new trips on the transport network arising from the new food retail store development is considered to be zero.

10.41 A report published by TRICS in 1995 (Pass-by and Diverted Traffic – A Resume) considers the various categories of customer vehicle trips attracted to a new food retail store. The report differentiates between 'primary trips' which are single purpose shopping trips (for example, home-store-home) and non-primary (linked or pass-by trips), where a visit to the store is an intermediate stop on another trip. Arising from these studies, the proportion of primary redistributed trips is considered to be 70% in the Friday morning peak period and Saturday peak period (1100-1200 hours) and 60% in the Friday evening peak period, with the remainder being considered pass-by or linked to other elements of the proposed development.

10.42 The geographical distribution of primary trips to and from the new food retail store has been informed by the Retail Impact Assessment for the proposed development,

which in turn draws from the South East Lincolnshire Retail Capacity Study (2013), commissioned by the South East Lincolnshire authorities. The anticipated distribution of trip making indicates a relatively local catchment, with 75% of expenditure (and trip making) drawn from home locations within a 15 minute drive time of the new store.

10.43 The impact of traffic attracted to the proposed food retail development is assessed by considering the net difference in traffic movements between a future scenario with the proposed development and the current scenario in which those trips are made to existing local retail stores or centres. The methodology for this analysis is detailed in the transport assessment and is informed by the Retail Impact Assessment, whilst the resulting net difference in traffic flows is indicated in table 10.5 below.

Table 10.5 Net Change in Traffic Flows Arising from Proposed Food Retail Store Development (7000sqm GFA)

Location	Direction	Friday AM Peak	Friday PM Peak	Saturday 1100-1200	Saturday 1400-1500	Saturday 1700-1800
A16 - South of Tytton Lane East	Northbound	20	61	64	81	39
	Southbound	39	56	77	33	64
A16 - South of Saundergate Lane	Northbound	4	6	8	5	6
	Southbound	3	7	7	8	5
A16 - North of Tytton Lane East	Northbound	18	56	58	76	35
	Southbound	36	51	71	29	59
A16 - North of Marsh Lane	Northbound	16	53	54	73	32
	Southbound	35	48	67	25	57
A16 - South of John Adams Way	Northbound	3	28	23	49	9
	Southbound	12	7	16	-11	18
A16 John Adams Way - East of Liquorpond Street	Eastbound	3	13	12	20	6
	Westbound	0	-2	-2	-4	-1
A52 Liquorpond Street - West of A16 roundabout	Eastbound	-18	-51	-54	-67	-34
	Westbound	-32	-47	-64	-30	-53
London Road - North of Tytton Lane	Northbound	-4	-4	-6	0	-6
	Southbound	-1	-5	-4	-8	-2
London Road - South of Tytton Lane	Northbound	1	6	0	6	-1
	Southbound	4	5	3	-4	4
London Road, - North of Saundergate Lane	Northbound	25	41	48	29	37
	Southbound	18	42	43	45	29
Tytton Lane West - West of London Road	Eastbound	1	1	1	0	1
	Westbound	0	1	1	2	0

West End Road - West of London Road	Eastbound	3	-2	1	-9	3
	Westbound	-4	0	-3	7	-5

10.44 It can be seen that the net change in traffic flows arising from the proposed retail store development and the resulting redistribution of primary shopping trips is generally one of a modest increase in traffic on the A16 adjacent to the site and on parts of London Road. Traffic flows on Tytton Lane and West End Road would remain almost unchanged whereas a beneficial reduction in traffic is anticipated on Liquorpond Street in the town centre.

Traffic Generation – Proposed Stadium Complex

10.45 The following paragraphs consider traffic movements generated by the stadium complex. The analysis focuses a Saturday match-day, with kick-off at 3pm as this use will be the most significant in terms of effects on operation of the local transport network.

10.46 The Community stadium will accommodate up to 5000 spectators and a range of further accommodation as summarised below:

- Football club changing, medical and ancillary accommodation
- Ground floor and first floor lounge areas (240sqm plus 42sqm)
- Banqueting suite for 250 people
- Hospitality boxes (4 x 10 people)
- Classrooms (4 x 30 students)
- Community hub (125sqm)
- Community sports facilities comprising climbing wall, dance studio, sports hall (900sqm), fitness centre (480sqm), full size outdoor 3G football pitch and changing accommodation for 78 people.
- 380 car parking spaces, plus 24 car spaces for use by the disabled, 24 parking spaces for cycles or motorcycles and parking for 5 coaches.

10.47 In the current season BUFC play in the Conference North which is the sixth tier of English competitive football. Average attendance at home league games played on Saturday at the Jakeman's Stadium has been 1073 (in the current season to 15

March). In the 2006-07 season, when BUFC played in Football League Division 2 the average Saturday home league game attendance was however 1983 spectators.

10.48 The Stadium Event Management Plan identifies four match-day attendance scenarios. Scenarios (i) to (iii) consider typical levels of home attendance when playing in the Conference North, Conference Premier League and Football League 2 whilst the final scenario considers attendance 25% above the level previously achieved by BUFC when playing in League 2. The match-day attendance scenarios are as follows:

i. playing in the Conference North League, as BUFC do now with a current season average home attendance of 1100 supporters
ii. promotion to the Conference Premier League, with an anticipated average home attendance of 1500 spectators
iii. further promotion Football League Division 2, with an average home attendance of 2000 spectators, which is broadly consistent with the attendance when the Club last played in the Football League in 2006-07
iv. playing in Football League Division 2, with an increased average home attendance of 2500 spectators, some 25% above the BUFC average attendance when last playing in League

10.49 The table below summarises match day demands for movement for the 4 match day attendance scenarios. It can be seen that when playing in Scenarios 1 and 2, when playing in Conference North or the Conference Premier League, on site car parking will be sufficient for anticipated parking demand, with some reserve capacity available for within the stadium complex.

Table 10.6 Match Day Demands for Movement

	Scenario 1	**Scenario 2**	**Scenario 3**	**Scenario 4**
	Conference North	**Conference Premier**	**Football League Division 2**	**Football League Division 2**
Forecast average crowd	1100	1500	2000	2500
Away support by coach - (deduct)	100	150	200	250
Home Support	1000	1350	1800	2250

Home Support – Walk (10%)	100	135	180	225
Home Support – Scheduled Bus (7.5%	75	100	135	170
Home Support – Shuttle Bus - (12.5%)	125	170	225	280
Travelling by car – (70.00%)	700	945	1260	1575
Car occupancy – (2.85)	2.85	2.85	2.85	2.85
Car Parking Demand	246	332	442	553
Car Parking Spaces Available on Site	404	404	404	404
On-Site Surplus/ Defecit	158	72	-38	-149

10.50 In Scenario 3, when playing in Football League Division 2, with an average attendance of 2000 spectators, consistent with home attendance when BUFC last played in League 2 in 2006-07 a small shortfall in on-site car parking is indicated with 38 vehicles parking elsewhere. In Scenario 4, which would involves promotions to the Conference Premier and then to League 2 and a 25% increase in attendance compared with the Club's most recent season in League 2, some 149 vehicles would be unable to park at the stadium for the duration of the match.

10.51 The Stadium Event Management Plan considers the detailed management of match day demands for movement in and around the stadium. The Plan will operate under the direction of a Safety Advisory Group comprising representatives of the local authorities, Lincolnshire Police. The Plan will evolve and develop prior to opening of the Stadium for the season 20017/18 and as the Stadium is brought into use. As part of this ongoing process, strategies for dealing with variations in match–day attendance will be identified and refined.

10.52 For the purposes of this report, the implications of Scenario (iv) which involves an average match day attendance of 2500 spectators is considered further, which for the purposes of this report is regarded as a realistic basis for impact assessment. In relation to a Saturday 3pm kick-off, with 2500 spectators, the following considerations are relevant:

- **Away Supporters** – Away supporters travelling by coach comprise up to around 10% of total attendance. 250 away supporters travelling in 5 coaches would park at the stadium in the coach parking spaces provided, arriving at the stadium around 2pm.
- **Home Supporters -** The Football League Supporters survey of 2008 found that 70% of supporters typically travel to home games by car, with 30% either walking or travelling by various forms of public transport or transport provided by the Club.
- **Home Supporters – Walking –** As demonstrated in the walking catchment provided in figure 7 of this report, the new stadium is located within a reasonable walking distance of substantial residential areas south of Boston town centre, with 500 new homes also to be built as part of the Q1 development. On this basis it is reasonable to consider that 225 home supporters would walk to the stadium equivalent to 10.0% of home supporters.
- **Home Supporters – Shuttle Bus Service** – Dedicated match day shuttle buses would operate between the town centre and the stadium which would start approximately 75 minutes before kick-off and provide an attractively priced service for supporters. It is envisaged around 280 supporters would travel by shuttle bus, equivalent to 12.5% of home supporters
- **Home Supporters** – **Scheduled Bus Services –** As described in section 3 of this report regular bus services are available on London Road and there is the prospect that additional services would be provided in response to demand generated by the Q1 development, serving suburban areas of Boston and outlying areas. It is envisaged that around 170 supporters would travel by scheduled by, equivalent to 7.5% of home supporters
- **Home Supporters** – **Travel by Car** – Consistent with the Football League survey 70% of home supporters (1960) are considered to travel by car. The Football League survey recognised the social element of attending football matches noting that only 14% of home supporters travelled to games alone with 20% travelling with 3 or more adult friends and the remaining 66% travelling with one or more partners, including children. Average vehicle occupancy of 2.85 people per car is therefore considered realistic, which equates to 553 vehicles.

- **Home Supporters** – **Car Parking** – A total of 404 car parking spaces will be available at the stadium. As described previously this level of provision is consistent with former national and local standards (withdrawn following publication of the National Planning Policy Framework). With a total car parking demand of 553 vehicles, 404 are considered to park at the stadium with the remaining 149 parking elsewhere.
- **Home Supporters** – **Travel by Car** – Of the 149 vehicles that do not park at the stadium it is envisaged that many would be parked by arrangement on the drive of a friend or family member living nearby, with the supporters completing the journey to the stadium on foot. Most others would choose to visit a food and drink outlet in the Q1 development or combine their trip to the stadium with a trip to the retail store and leave their vehicle in the extensive off-street parking areas provided at those locations for the duration of the game.

10.53 It is considered therefore that sufficient car parking is available is suitable locations for match day car parking in the scenario described above. As set out in the Event Management Plan, action would be taken to deter on-street parking in inappropriate locations and the strategies would be carefully monitored to ensure the effectiveness of such actions.

10.54 On Saturday match days it is envisaged that use of other facilities in the stadium complex would be limited in the hours prior to, during and after a first team match at the stadium to ensure that parking at the stadium is available for use by spectators. It is therefore unlikely that major non-football related events would take place in the stadium complex in the hours prior to, during and after a first team match at the stadium; typically from midday until 6pm when considering a Saturday afternoon kick-off at 3pm or after 6pm when considering a midweek kick-off at 7.45pm.

10.55 The accommodation provided in the stadium complex will be suitable for a wide range of uses during periods when a football match is not taking place which are considered in detail in the Transport Assessment. The net change in traffic flows arising from the new stadium development in the periods of interest is indicated in the table below.

Table 10.7 Net Change in Traffic Flows Arising from Proposed Stadium Development

Location	Direction	Friday AM Peak	Friday PM Peak	Saturday 1100-1200	Saturday 1400-1500	Saturday 1700-1800
A16 - South of Tytton Lane East	Northbound	18	18	18	0	142
	Southbound	18	18	18	145	0
A16 - South of Saundergate Lane	Northbound	9	9	9	102	0
	Southbound	9	9	9	0	102
A16 - North of Tytton Lane East	Northbound	17	17	17	0	132
	Southbound	17	17	17	135	0
A16 - North of Marsh Lane	Northbound	17	17	17	0	132
	Southbound	17	17	17	135	0
A16 - South of John Adams Way	Northbound	15	15	15	-82	162
	Southbound	11	11	11	117	-82
A16 John Adams Way - East of Liquorpond Street	Eastbound	11	11	11	-112	125
	Westbound	7	7	7	80	-112
A52 Liquorpond Street - West of A16 roundabout	Eastbound	4	4	4	13	0
	Westbound	4	4	4	0	13
London Road - North of Tytton Lane	Northbound	2	2	2	0	72
	Southbound	2	2	2	69	0
London Road - South of Tytton Lane	Northbound	3	3	3	0	81
	Southbound	3	3	3	78	0
London Road, - North of Saundergate Lane	Northbound	10	10	10	110	0
	Southbound	10	10	10	0	110
Tytton Lane West - West of London Road	Eastbound	1	1	1	9	0
	Westbound	1	1	1	0	9
West End Road - West of London Road	Eastbound	4	4	4	42	0
	Westbound	4	4	4	0	42

Traffic Attraction – Proposed Food and Drink and Hotel Developments

10.56 This section of the report considers trip making attracted to the proposed commercial/food and drink outlets, which are envisaged to be as follows.

- Site A (east of A16) drive-thru restaurant (250sqm GFA) – 'Food and Drink – Fast food/drive-through
- Site B (east of A16) drive-thru restaurant (250sqm GFA) – 'Food and Drink – Fast food/drive-through
- Site C (west of A16) pub/restaurant (600sqm GFA) – 'Food and Drink – Pub/Restaurant
- Site D (west of A16) restaurant (450sqm GFA) - 'Food and Drink–Restaurant'
- Site E (west of A16) restaurant (450sqm GFA) Food and Drink – Restaurant'
- Site F (west of A16) – Coffee shop (200sqm) 'Food and Drink – Roadside Food'

- Site G (west of A16) Lodge type hotel with 60 bedrooms - 'Food and Drink – Hotel'
- Petrol Filling Station (0.3 hectares gross site area) - 'Petrol Filling Station'

10.57 When considering traffic movements attracted to the food and drink units, it should be noted that whilst some trips will be made specifically to the development (primary trips), others will be linked to trips generated by or attracted to other elements of the development or will be passing the site on the A16 or London Road (pass-by trips). Some primary trips will be transferred from other established outlets and may already be present on the local network, however to provide a robust assessment, for the purposes of this assessment primary transferred trips are considered 'new' to the local highway network.

10.58 It should be noted also that with the food and drink units being located within an easy walking distance of the proposed dwellings and the new stadium, there will be the opportunity for a significant proportion of customers to walk to the new units. The food and drink units will also be conveniently accessible to cyclists, via the cycle routes to be provided within the site and the A16 Toucan Crossing, when required with access for public transport users potentially available via the planned bus route.

10.59 The volume of traffic attracted unit each of the above has been assessed by reference to relevant sections of the TRICS database. The categorisation of traffic movements to each unit has regard to the anticipated proportions of primary trips, linked trips and pass-by trips, details of which are provided in the Transport Assessment. The resulting assignment of primary trips to these units is indicated in table 10.8 below.

Table 10.8 Traffic Flows Attracted to the Proposed Food, Drink and Hotel Development

Location	Direction	Friday AM Peak	Friday PM Peak	Saturday 1100-1200	Saturday 1400-1500	Saturday 1700-1800
A16 - South of Tytton Lane East	Northbound	14	22	18	36	3
	Southbound	12	29	23	2	43
A16 - South of Saundergate Lane	Northbound	6	15	12	1	22
	Southbound	7	12	9	19	1
A16 - North of Tytton Lane	Northbound	13	21	17	34	3

East	Southbound	11	28	22	2	41
A16 - North of Marsh Lane	Northbound	13	21	17	34	3
	Southbound	11	28	22	2	41
A16 - South of John Adams Way	Northbound	12	19	15	30	2
	Southbound	7	18	14	1	26
A16 John Adams Way - East of Liquorpond Street	Eastbound	9	14	11	23	2
	Westbound	6	9	7	15	1
A52 Liquorpond Street - West of A16 roundabout	Eastbound	3	6	5	0	9
	Westbound	3	5	4	8	1
London Road - North of Tytton Lane	Northbound	1	2	2	3	0
	Southbound	1	3	2	0	4
London Road - South of Tytton Lane	Northbound	2	3	3	5	0
	Southbound	2	4	3	0	6
London Road, - North of Saundergate Lane	Northbound	7	17	13	1	24
	Southbound	8	13	10	20	2
Tytton Lane West - West of London Road	Eastbound	1	1	1	0	2
	Westbound	1	1	1	2	0
West End Road - West of London Road	Eastbound	3	6	5	0	9
	Westbound	3	5	4	8	1

Future Traffic Flows

10.60 The effects of traffic generated by the proposed development are considered consistent with the approach set out in 'Guidance on Transport Assessment', published by Government in March 2007. In view of the scale and nature of the proposed development the traffic effects are considered in a 2023 assessment year, when it is envisaged the development would be fully complete, with appropriate allowance for growth in background traffic. Details of anticipated traffic flows in 2023 with and without the proposed development are provided in the Transport Assessment, whilst the net change in traffic flows arising from the overall development is set out in the table below.

Table 10.9 Net Change in Traffic Flows Arising from the Proposed Development

Location	Direction	Friday AM Peak	Friday PM Peak	Saturday 1100-1200	Saturday 1400-1500	Saturday 1700-1800
A16 - South of Tytton Lane East	Northbound	109	140	121	138	222
	Southbound	87	159	147	212	132
A16 - South of Saundergate Lane	Northbound	30	32	45	110	32
	Southbound	50	46	45	40	137
A16 - North of Tytton Lane East	Northbound	82	115	116	127	209
	Southbound	93	134	133	222	123

A16 - North of Marsh Lane	Northbound	92	108	104	114	187
	Southbound	71	128	122	178	115
A16 - South of John Adams Way	Northbound	89	95	81	14	207
	Southbound	61	62	58	215	94
A16 John Adams Way - East of Liquorpond Street	Eastbound	122	201	0	-102	11
	Westbound	62	43	60	81	-62
A52 Liquorpond Street - West of A16 roundabout	Eastbound	-5	-23	-35	-31	-26
	Westbound	-12	-34	-56	-33	-29
London Road - North of Tytton Lane	Northbound	49	33	28	30	90
	Southbound	27	63	37	88	33
London Road - South of Tytton Lane	Northbound	58	40	36	41	108
	Southbound	10	42	44	107	35
London Road, - North of Saundergate Lane	Northbound	90	81	82	169	78
	Southbound	62	99	78	76	163
Tytton Lane West - West of London Road	Eastbound	4	9	9	18	4
	Westbound	11	6	6	4	9
West End Road - West of London Road	Eastbound	13	19	16	45	12
	Westbound	15	17	11	23	48

Operational Assessment

10.61 Operation of the proposed site accesses has been analysed in 2023 during the periods of interest, with traffic generated by the completed development. The Transport Research Laboratory Computer program ARCADY has been used to assess operation of the proposed A16 roundabout and the TRL program OSCADY used to assess operation of the proposed traffic signals on London Road. The results of this analysis are presented in the Transport Assessment and confirm that traffic flows would be well within capacity in the 2023 assessment year.

10.62 Operation of key junctions in the local highway network (listed in paragraph 10.25 above) has been analysed in 2023 with and without the proposed during the periods of interest. The analysis has been undertaken using industry standard software produced by the Transport Research Laboratory (PICADY for priority junctions and ARCADY for roundabouts). The results of the analysis are detailed in the Transport Assessment and demonstrates that the impact of traffic generated by the proposed development is minor and not severe, as follows:

- Junction No1 - A16 junction with Tytton Lane East – traffic flows remain well within capacity in 2023 with and without the proposed development

- Junction No2 - A16 junction with Causeway – traffic flows remain well within capacity in 2023 with and without the proposed development
- Junction No3 - A16 junction with Saundergate Lane – traffic flows remain well within capacity in 2023 with and without the proposed development
- Junction No4 A16 junction with Marsh Lane – traffic flows remain within capacity in 2023 in all scenarios and the impact of development is minor not severe
- Junction No5 A16 junction with London Road – traffic flows remain within capacity in all scenarios however the analysis indicates highway capacity issues with and without the proposed development. The analysis demonstrates that the impact of development is minor not severe
- Junction No6 B1397 London Road junction with Tytton Lane East and Tytton Lane West – traffic flows remain well within capacity in 2023 with and without the proposed development
- Junction No7 B1397 London Road junction with Saundergate Lane and West End Road – traffic flows remain well within capacity in 2023 with and without the proposed development
- Junction No8 A16 Spalding Road junction A16 John Adams Way and A52 Liquorpond Street – traffic flows remain within capacity in all scenarios however the analysis indicates highway capacity issues with and without the proposed development. The analysis demonstrates that the impact of development is minor not severe

Impacts During Construction

10.63 It is envisaged that a Construction Management Plan will be produced prior to commencement of development for approval by the local authorities, detailing the phasing of construction, anticipated development programme, means of access to the site and anticipated traffic movements by construction traffic.

10.64 It is envisaged that suitable temporary access to development areas to the east and west of the A16 will be provided at an early stage of development. This would allow development in areas adjacent to the A16, including the stadium complex and construction of the new A16 roundabout to proceed at an early stage. Development would then proceed across the site, with the site access to London Road provided in the later stages of development.

10.65 It is anticipated that traffic movements generated by the construction process would be well below the volume of traffic generated by the completed development. Temporary traffic management measures may be required on the A16, in particular during construction of the new access roundabout. The contractor will however liaise closely with the County Council with a view to maintaining safe and efficient operation of the public highway and minimising disruption to road users. Overall impacts during construction are therefore anticipated to be minor and not severe.

Mitigation Measures

10.66 Traffic flows at key junctions adjacent to the site in the A16 and London Road corridors locations (Junctions Nos 1-4 and Nos 6 and 7 listed in paragraph 10.25) will remain within capacity in the 2023 assessment year, with and without the proposed development. The analysis demonstrates that the impact of traffic generated by the proposed development is minor and not severe and accordingly it is considered there is no need for mitigation measures at these locations.

10.67 Peak hour traffic flows at the junction of A16 and London Road (Junction No5) and at the junction of A16 with John Adams Way (Junction No 8), on the approaches to the town centre are shown to be close to capacity in 2023, with and without the proposed development. It is clear from the analysis that capacity issues at these junctions are not created by the proposed development and furthermore that the impact of generated traffic at these locations is minor and not severe.

10.68 With regard to potential mitigation, it should be noted that the County Council's transport strategy for Boston advocates provision of a system of distributor roads to the west of the town, to remove through traffic from the town, thereby improving local traffic circulation and access to the town centre. Implementation of the distributor road scheme advocated in the transport strategy therefore provides the appropriate mechanism for dealing with identified traffic issues in the town and mitigating the impact of traffic generated by the proposed development at Junctions Nos 5 and 8, identified above.

10.69 The County Council's transport strategy recognises the importance of private sector contributions as a means of implementing the distributor road scheme, with potential for the road to be constructed in sections, as funding opportunities arise. Delivery of this first section of the distributor road through the site from the A16 to London Road therefore constitutes a major developer contribution and is considered appropriate in relation to mitigation of development traffic impact. It should also be noted that measures will be taken to actively manage down traffic demand through the implementation of a robust development Travel Plan that will encourage the use of more sustainable modes of transport.

Robustness of Analysis

10.70 The analysis undertaken in relation the assessment of demands for movement generated by the proposed development and the impact of such demands on operation of the local transport network is considered appropriate and sufficient for the purposes of determining the planning application for development.

Summary and Conclusions

Introduction

10.71 This section of the Environmental Statement presents the results of the transport implications of the proposed development. The proposed development would provide a new Community Stadium for Boston United FC, together with some 500 dwellings and a range of retail and commercial land uses.

Planning Policy Context

10.72 The main thrust of national and local transport related policy is that development should be located in areas that are conveniently accessible by a range of transport modes with a view to reducing reliance on the private car. The emerging South East Lincolnshire Local Plan identifies a major need for new housing in Boston with approximately 2900 new dwellings sought in the period to 2031 and locations to the south-west of the town including the current application site under consideration.

10.73 An integrated Transport Strategy for Boston was adopted by the County Council and endorsed by Boston Borough Council in January 2007. The Strategy advocates provision of a new distributor road to the west of the town between the A16 south of the town and the A16 to the north. The strategy considers that an orbital distributor road would be effective in removing through traffic from the town and thereby improving local traffic circulation and access to the town centre.

10.74 The County Council's Local Transport Plan recognises that the distributor road scheme can be brought forward in phases and that implementation will rely on developer contributions as public funding is not currently available. The distributor road proposed as part of the current development between the A16 and London Road is consistent with the adopted Transport Strategy for Boston and is considered the first phase of the new distributor road.

Existing Situation

10.75 Walking and cycling will be realistic options for a range of trips to be made by future residents and visitors to the proposed development. Footways contiguous to the carriageway area available for pedestrian movement in the local area and the site is well located for access to the County Council's current network of cycle routes in the Boston area, with an established cycle route to the town centre available via London Road

10.76 A new footway is to be provided on the eastern side of the A16 between the Tytton Lane and the new roundabout completing a continuous pedestrian route to the stadium. Provision of a 'Toucan' signal controlled crossing is proposed on the A16 to the north of the access roundabout, to provide a safe and convenient connection between the development areas for pedestrians and cyclists. Within the site a network of routes for pedestrians and cyclists is proposed, many of which are segregated from the traffic routes. The shopping, leisure and commercial facilities to be provided as part of the proposed development will therefore be conveniently accessible to pedestrian and cyclists.

10.77 Regular bus services pass the application site on London Road. The scale of the development now proposed however provides the opportunity to consider improved bus services including the introduction of a new into-town service to the south of the town, which as well as providing convenient access to the proposed development areas would also improve accessibility for local people. To this end the distributor road passing through the site will be provided to standards suitable for bus operation. On match days, additional dedicated shuttle buses would be available for journeys between the town centre and the stadium, with buses operating for specified periods before and after the match. Shuttle bus operation would be a matter for detailed consideration as part of the Stadium Event Management Plan.

10.78 An extensive programme of traffic surveys has been undertaken to establish existing traffic flows on the local highway network during the key Friday and Saturday peak periods. Traffic flows on the A16 are at a significant level and gradually increase on the approach to the town centre. Traffic flows on London Road are at a lower level with minor roads such as Tytton Lane and Saundergate Lane more lightly trafficked. Whilst improvements implemented by the County Council on the A16 approaches to the town centre have significantly improved operation it is recognised that town centre traffic and delays at the town centre level crossing impact on operation and remain a local issue.

Impact of Development

10.79 Initial analysis indicates relatively low levels of walking, cycling and public transport trips generated by the proposed development however the introduction of the Travel Plan as an integral part of the proposed development provides the potential for higher levels of trip making by these more sustainable modes of transport. Appropriate provision will be available within the site and in adjacent areas for pedestrians and cyclists and the site has the potential to be served by appropriate public transport, with the potential for a new scheduled local bus service and shuttle buses between the stadium and the town centre before and after a football match.

10.80 Vehicular access to the proposed development would be from a new 4-arm roundabout on the A16 and a new traffic signal controlled junction on B1397 London

Road, with a distributor road linking the access junctions. As well as meeting the needs of the development now proposed, the distributor has the potential to form the first phase of the system of distributor roads to the west of Boston advocated in the County Council's transport strategy. The provision of this important highway infrastructure at no cost to the County Council therefore represents a significant planning gain.

10.81 The site layout will include a network of quality routes for pedestrians and cyclists, many of which will be traffic free and separated from the road network. A consistent approach to the design of walking and cycling routes is envisaged with specifications of geometry and construction materials to be agreed with the authorities. Provision of an attractive and convenient network of walking and cycling routes will seek to ensure that walking and cycling are the modes of choice for intra-development trips (contained within the development).

10.82 A 'Toucan' crossing is proposed on the A16 providing a traffic signal controlled crossing facility for pedestrians and cyclists. The site access proposals also include provision of a new section of footway on the eastern side on the A16 between Tytton Lane to provide a continuous pedestrian route to the stadium complex. It is recognised that introduction of a speed limit on the A16, in the vicinity of the proposed site access roundabout may need to be considered, in consultation with the relevant authorities.

10.83 Each element of the proposed development will include car parking provision consistent with relevant standards, including some 404 car parking spaces proposed in the stadium complex. In addition to car parking, the proposed development will incorporate suitable parking for motor cyclists and cyclists.

10.84 The volume of traffic generated by each element of the proposed development is considered with allowance for including linked trips, where a visit is made to more than one element of the proposed development, pass-by trips and any re-distribution of existing trip making arising from the proposed development before determining the net change in traffic arising from the overall development. The analysis considers traffic movements during weekday morning and evening peak hours, the Saturday

peak hour and the Saturday periods before and after a football match at the new stadium.

10.85 The proposed stadium complex will accommodate a wide range of match-day and non-match day uses. The most intensive use is likely to be when Boston United are playing at home on a Saturday afternoon. The Stadium Event Management Plan identifies four match-day attendance scenarios, based on playing in the Conference North as at present, the Conference Premier League and Football League 2. The scenario tested in this report is based on a home attendance of 2500, 25% above the level previously achieved by BUFC when playing in League 2. The analysis provided in this report, demonstrates that demands for movement arising from this level of match-day attendance can be safely and adequately managed, without undue inconvenience to local people.

10.86 The traffic effects of the overall development are considered in a 2023 assessment year, when the development is anticipated to be fully complete. Operational analysis demonstrates that proposed site access roundabout on the A16 and the new traffic signals on London Road will operate satisfactorily, with the potential to become part of a distributor route to the west of Boston, consistent with the County Council's Transport Strategy.

10.87 Operational analysis demonstrates that traffic flows at key junctions adjacent to the site in the A16 and London Road corridors will remain within capacity in the future assessment year, with and without the proposed development and furthermore that the impact of generated traffic at these locations is minor and not severe.

Mitigation Measures

10.88 When considering potential mitigation it should be noted that the County Council's transport strategy for Boston advocates provision of a system of distributor roads to the west of the town, to remove through traffic from the town, thereby improving local traffic circulation and access to the town centre. Implementation of the distributor road scheme advocated in the transport strategy therefore provides the

appropriate mechanism for both dealing with identified traffic issues in the town and mitigating the impact of traffic generated by the proposed development.

10.89 The County Council's transport strategy recognises the importance of private sector contributions as a means of implementing the distributor road scheme, with potential for the road to be constructed in sections, as funding opportunities arise. The distributor road through the site between the A16 and London Road would form the first phase of the distributor road scheme advocated in the County Council's transport strategy for Boston.

10.90 Delivery of this first section of the distributor road therefore constitutes a major developer contribution and is considered appropriate in relation to mitigation of development traffic impact. It should also be noted that measures will be taken to actively manage down traffic demand through the implementation of a robust development Travel Plan that will encourage the use of more sustainable modes of transport.

Conclusion

10.91 Having regard to the above, it is considered that the proposed mixed use development, incorporating a new Community Stadium for Boston United FC, together with some 500 dwellings and a range of retail and commercial developments is acceptable from a transport viewpoint.