



H/3460/3

**PROPOSED HOUSING DEVELOPMENT
TATTERSHALL ROAD
BOSTON
TRANSPORT STATEMENT**

AUGUST 2005

1. Introduction

- 1.1 This Transport Statement has been prepared in support of the outline planning application submitted on behalf of Boston United Football Club. The application is for a residential development on land currently operated by Boston Town Football Club north of the Boston Town Centre.

2. Site Location

- 2.1 The site is surrounded by recreational open space and other residential areas, with Witham Way Country Park to the south and west and the town centre approximately 1500m to the south.

3. Development Proposals

- 3.1 The proposed development is for 136 residential units comprising 39 flats and 97 houses.

4. Highway Network

- 4.1 Tattershall Road runs north – south to the east of the site, providing access to the local residential areas and to the town centre. Tattershall Road in this vicinity is a minor single carriageway road



approximately 5.0 wide with no parking restrictions. Access to the town centre is then via the Tattershall Road / Fydell Street / Norfolk Street junction.

- 4.2 There are footways on both sides of Tattershall Road providing pedestrian access to the town centre. The 1500m walk being approximately 20 minutes in duration. This is above the preferred maximum 800m walking distance to town centres but within the preferred maximum 2000m walking distance for commuting and schools. Clearly, as these distances are around the recommended walking distances, they are within acceptable cycling distances.
- 4.3 There is one bus service to Tattershall Road, the C21 local town service, which arrives from the town centre at 0900, 1200 and 1415 and in the opposite direction leaves for the town centre at 0915, 1120 and 1434. There are two bus services that travel along Horncastle Road from which Red Cap Lane may be used as a link to Tattershall Road. These services A6 and B15, travel at 1715 from the town centre and 0759, 0810 and 1720 from Horncastle Road. The journey takes approximately 15 minutes. Clearly this indicates a limited service and therefore below average accessibility by bus.
- 4.4 Pedestrian access to the site is via the footways along the vehicular routes into and through the site from Tattershall Road and via the western boundary from the Witham Way Country Park, providing good freedom of movement for pedestrians.

5. Vehicular Access

- 5.1 Vehicular access to the site is from Tattershall Road via the existing Witham Way Country Park and Boston Town Football Club shared access road. There are no proposals to improve this junction as it currently caters for the football club match day traffic surges which are similar if not greater than those expected from normal day to day operation of a residential development of this size.



6. Internal Layout

6.1 The internal layout provides two-way circulatory routes through the development with turning areas provided on spurs from the main route. This will allow good movement through the development.

7. Parking

7.1 Parking will be provided for one vehicle per household or flat with two visitor spaces for the flats. This compares with government guidelines for reducing car travel by providing a minimum of parking to discourage growth in car ownership.

8. Safety

8.1 Tattershall Road is a long residential road with bends and 5.0m width which help to ensure vehicle speeds are not excessive. This road currently feeds a number of other residential areas nearby and therefore is considered suitable as the supply route for this development without risk to current safety levels.

8.2 The access junction to Tattershall Road provides visibility of 4.5m x 29m and 2.4m x 35m to the left and 4.5m x 17m and 2.4m x 40m to the right. This is compared to the 70m required for new junctions and junction improvements. However it should be noted that this is an existing junction that currently caters for surges in traffic associated with Boston Town home matches that will be removed by this proposal.

8.3 In addition to this, visibility at the stopline extends to 41m to the left and over 70m to the right, while left turning traffic visibility to on-coming traffic is 4.5m x 47m, 2.4m x 61m and at the stopline to 73m. Further improvements to the right turn visibility can also be provided by



removing or pruning the trees and vegetation at the south of the junction to provide 4.5m x 70m visibility to the right.

8.4 The desirable minimum stopping sight distance on the approach road for a design speed of 50mph is 70m and this is achieved.

9. Traffic Impact

9.1 Typical proposed and sensitivity trip generation rates as provided by the national trip rate database TRICS for a residential development of this kind along with the calculated peak hour movements for 136 units are presented below.

Generations	Proposed				Sensitivity			
	In		Out		In		Out	
	Rate	Gens	Rate	Gens	Rate	Gens	Rate	Gens
Weekday PM	0.23	31	0.14	19	0.40	54	0.27	37
Saturday	0.25	34	0.20	27	0.32	44	0.30	41

9.2 The critical junction for consideration is Tattershall Road/Fydell Street/Norfolk Street as the Witham Park/Tattershall Road is much more minor, and is expected to experience little or no change in traffic as a result of the removal of the Football grounds similar to the increase from the proposed housing development.

9.3 The maximum percentage increase in traffic at the Tattershall Road/Fydell Street/Norfolk Street junction is 6.3% (using average percentile rates on a Saturday with the South Boston Economic Link), however the level of traffic will still be less than that currently experienced at the Friday PM peak and the percentage increase at the Friday PM peak is 2.7% which is less than the 5% significance level. This is without taking into account the local reduction as a result of the Boston



Town Football Club relocation. The average attendance at the Boston Town games is in the region of 50 and this relates to a similar level of traffic as that proposed by this redevelopment. Therefore it is not inappropriate to assume that the current access junctions can already cater for this level of traffic.



10. Conclusions

- 10.1 Pedestrian access and freedom of movement within the site is good and the distance to the town centre is within the preferred maximum walking distance for commuting. The distances are therefore also within acceptable levels for cycling, however public transport accessibility is considered poor.
- 10.2 The proposed parking provision is considered to be in accordance with government requirements to discourage car use.
- 10.3 Although visibility at the access junction is below standards for new junctions this is an existing junction that caters for match day surges in traffic that will be removed as a result of this development thereby improving the safety levels over the existing situation. The desirable minimum stopping sight distance for the approach road is however achieved allowing adequate distance to prevent over-running the give-way line.
- 10.4 When considering visibility to oncoming traffic from the left visibility extends to 41m and improvements can be made to right turn visibility by pruning or removal of trees and vegetation at the south of the junction to provide 4.5m x 70m visibility to the right.
- 10.5 It is considered that no further traffic assessment is needed as the increase in traffic is below the 5% significance level (therefore insignificant increase) without considering the local reduction in traffic attributable to the relocation of the Boston Town grounds on a Friday PM peak and the total expected traffic on the Saturday is less than that currently experienced during the Friday PM peak.

It is therefore considered that there are no traffic related reasons for withholding planning consent.