



H/3460/4

**PROPOSED HOUSING DEVELOPMENT
YORK STREET
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 United Football Club adjacent the town centre.

2. Site Location

- 2.1 The site is surrounded by commercial and leisure uses and other residential areas adjacent the town centre, with Gilderdrome Bingo and Dance Hall to the west and retail, office and community buildings, terraced dwellings, a petrol station and associated parking to the north and south.

3. Development Proposals

- 3.1 The proposed development is for 85 residential units comprising 73 apartment flats and 12 residential houses.



4. Highway Network

- 4.1 York Street runs north-south to the east of the site, providing access to the local residential areas and to the town centre. York Street is a single carriageway road approximately 6.3m wide with no parking restrictions. Access to the town centre is then via John Adams Way.
- 4.2 There are footways on both sides of York Street providing pedestrian access to the town centre. The 400m walk being approximately 6 minutes in duration. This is the acceptable walking distance to town centres. Clearly, as this distance is acceptable for walking, it is more than acceptable for cyclists.
- 4.3 Pedestrian access to the site is via the two vehicular access points, one from York Street and the other from Spayne Road; via the eastern boundary along York Street as well as along a proposed footway diagonally across the site from the York Street / Spayne Road junction heading northwest. Pedestrian movement through the site is uninhibited other than adjacent Spayne Street due to the 12 detached / semi-detached properties.
- 4.4 Being this small distance from the town centre a high level of bus services pass nearby and all buses are within easy reach at the Bus Station.

5. Vehicular Access

- 5.1 Vehicular access to the site is from York Street and from Spayne Road to two separate parking areas with no through link.
- 5.2 Both these junctions will provide access for private cars, refuse and emergency vehicles. All movements are possible although the left turn movement out onto York Street is tightest due to the restrictions of land ownership dictating the possible kerb radius.



6. Internal Layout

6.1 The internal layout provides access to parking areas conveniently adjacent the individual blocks of flats.

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 spaces to discourage growth in car ownership.

8. Safety

8.1 York Street is a straight residential road and as such with on-street parking the restricted road width helps to keep vehicle speeds low. This road currently provides access to local residential properties and to the current Boston United Stadium and is therefore considered suitable for this development without risk to current safety levels. Similarly Spayne Road provides access to local residential properties but is not a through road and therefore vehicle speeds will be low, the number of conflicts will also be low and the risk to safety is also therefore low.

8.2 At present illegal parking occurs along Spayne Road where there is no formal footway and double yellow lines are present on the highway adjacent the existing stadium which prevents pedestrians safe passage along the Stadium side of Spayne Road. These proposals include formalising the footway along Spayne Road and this illegal parking will therefore be prevented. This will result in an increase in safety especially for pedestrians.



8.3 The removal of the stadium will remove the match day surges in traffic and congestion from this area of highway network. This will improve safety for vehicular traffic as well as for pedestrians, cyclists and other minority users.

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 85 units are presented below:-

Generations	Proposed				Sensitivity			
	In		Out		In		Out	
	Rate	Gens	Rate	Gens	Rate	Gens	Rate	Gens
Weekday PM	0.23	20	0.14	12	0.40	34	0.27	23
Saturday	0.25	21	0.20	17	0.32	27	0.30	26

9.2 The current daily trips generated at this location are in the order of 30 trips per day per direction. As can be seen, this is similar to the expected sensitivity generations.



10. Conclusions

- 10.1 Pedestrian access and freedom of movement within the site is good and the distance to the town centre is at the acceptable walking distance for town centres. Public transport passing near the site is at a good level and further access from the town centre is within an acceptable walking distance.
- 10.2 The proposed parking provision is considered to be in accordance with government requirements to discourage car use.
- 10.3 Safety is not considered to be a concern for vehicular traffic to and from the local highway network. In fact there are safety benefits for pedestrians from formalised footway along the west side of York Street and to all users as a result of the reduction in match day traffic and congestion currently present on the local highway network.
- 10.4 It is considered that no further traffic assessment is necessary since the local reduction of traffic as a result of the relocation of the York Street Stadium is similar to the increase as a result of the proposed development and the impact of the proposals is therefore insignificant and likely even to be beneficial, especially when taking into account the levels of match day congestion that will also be removed.

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