

Open Report on behalf of Andy Gutherson, Executive Director - Place

Report to:	Highways and Transport Scrutiny Committee
Date:	10 June 2019
Subject:	Boston Transport Strategy Update

Summary:

This report provides a further update on the Boston Transport Strategy from the report of the 10th December 2018 and the developments made in progressing the priorities set out in the Strategy. These are to identify future highway improvements as well as influencing travel behaviour, prioritising walking and cycling and reducing the negative impacts of congestion and air quality.

Actions Required:

The Highway and Transport Scrutiny Committee is invited to:

1. Consider the development made so far to the Boston Transport Strategy and the planned progress in identifying and undertaking future highway improvements.
2. Endorse the continued programme of work by the Boston Transport Strategy Board in delivering the aims of the Strategy.

1. Background

The Boston Transport Strategy (BTS) was completed in 2015 and replaced the previous Transport Strategy published in 2006 which delivered significant improvements to Boston. The new Strategy covers the period 2016-2036 aligning to the timescale of the South East Lincolnshire Local Plan and is focused on addressing existing problems and supporting the future development of the town. It was developed by Lincolnshire County Council (LCC) and Boston Borough Council (BBC) and demonstrates a collective vision for improved accessibility and a sustainable transport network to support the growth of Boston.

The Transport Strategy presents a range of short, medium and long term proposals to improve access within the town and the immediate surrounding area. The Strategy aims to support people travelling as part of their daily lives and how businesses reach their markets. The proposals aim to do this through influencing travel behaviour, prioritising walking and cycling, promoting public transport and providing for car and freight traffic.

1.1 Purpose of the Strategy

The purpose of the BTS is to provide improved access for people, businesses and service providers. Improved access can be provided through either directly meeting the demand for access by increasing transport provision in general or through managing demand so that some modes of transport are promoted and given higher priority than others.

1.2 The demand for access in and around Boston is met by a range of transport modes, such as private motor vehicles, road freight, bicycles, on foot, public service buses, trains and private hire vehicles. It is also understood that people use different modes for different purposes, including within the same journey. However, it is evident that the demand for access is not being addressed in a way that promotes an efficient transport network to support the economy, environment and communities of Boston.

1.3 Government and local policy funding is directed towards stimulating economic growth and an efficient transport system is fundamental to supporting this objective. Widening the range of transport options and facilitating sustainable travel patterns is a key part of making the transport system work efficiently while supporting people, places and communities.

1.4 Traditionally, Transport Strategies have been shaped around types of transport. This has potential to limit the extent to which measures can contribute towards tackling a specific issue. Measures become focused on a certain type of transport rather than accessibility as a whole. Rather than shape the Strategy around the different types of transport, the Strategy is shaped around providing access in general including how demand for access is influenced by geography in terms of key desired movements to, from and within Boston.

1.5 The Strategy also provides the basis for the formulation of funding bids and to provide evidence for the strategic case for schemes.

1.6 Appendix A summarises the current Boston Transport Strategy and its aims and objectives to be delivered.

1.7 Current Progress

To ensure the measures outlined in BTS are actively progressed the Board continues to review, debate and drive the aims of the Strategy. The Board meets every second month with Councillors and Officers from both LCC and BBC on the Board addressing highways and transport in collaboration with economic development activities.

1.8 The Board is supporting the development of a number of schemes and traffic management improvements on the major highway network within the town of Boston. Three projects are being progressed now with a phased plan to investigate six further projects following the completion of the Boston Traffic Model. The three schemes being taken forward are:

- Bank Street – An implementation scheme has been issued to the Technical Services Partnership (TSP) to extend the current closure

times already in place. The Traffic Regulation Order (TRO) process can take nine months to implement. Once enforceable, the relevant associated signs will be replaced.

- Lister Way – A feasibility study has been commissioned to TSP to improve capacity and operation at this location. The study will consider the impact of any improvements at Lister Way will have on other locations within this area. If improvements to locations further afield will have positive impact on Lister Way, these will also be considered. All recommendations will be justified by traffic modelling.
- A16 Bargate Roundabout – A feasibility study has been commissioned to TSP to improve capacity and operation at this roundabout. This study will also consider the impact any recommendation will have on other locations within the area.

All the perceived benefits of these proposals will be justified through traffic modelling before developing into projects to be constructed.

1.9 WSP has been commissioned by Lincolnshire County Council to create a new traffic model of Boston. The model will be used to assess travelling behaviours in Boston so to inform options and the affects they will have on the wider highway network. This includes the assessment and appraisal of a proposed Boston Distributor Road (BDR) and it is possible that the model will be used to support business cases to seek funding from the Department for Transport (DfT). The six projects that will be developed after the completion of the Boston traffic model are:

- A16/B1397 Roundabout (ATS) & Marsh Lane Roundabout (in conjunction with Liquorpond St Roundabout) - Re-designation of existing southbound approach lanes to reduce delays during peak periods and improve capacity.
- A16 John Adams Way/Botolph Street Junction - Prohibit right turn movement from Botolph Street onto John Adams Way to improve capacity through junction on A16.
- A16/A1138 South End Junction - Following the introduction of right turn ban from South End, introduce priority junction and re-configure phasing of signals to improve capacity through junction on A16 and re-locate existing pedestrian crossing on South End.
- A16/A52 Liquorpond Street Roundabout (in conjunction with ATS roundabout) - Re-designation of existing approach lanes on Liquorpond St and consideration of additional third lane to reduce delays and increase capacity.
- A16 John Adams Way/South Street - Review of lane designations and possible consideration of an additional fourth lane to reduce delays during peak periods
- A1137 Norfolk Street/Witham Place - Prohibit traffic from exiting Witham Place onto Norfolk Street to improve capacity through signalized junction whilst maintaining access for cyclists to the National Cycle Route 1 (NCR1).

It should be noted that these are the current proposed improvements and will be subject to potential changes. All the perceived benefits of these proposals will be justified through traffic modelling before developing into projects to be constructed. A Location Map is included as Appendix B.

1.10 To ensure DfT requirements are met the model will be built in line with the Department's WebTAG guidance. Beyond the specific assessment of the BDR the model will be used in achieving the following high-level objectives:

- Supporting the work of Lincolnshire County Council (LCC) in managing the existing transport network;
And:
- Supporting the work of Lincolnshire County Council in developing the future transport network.

1.11 In order to develop the traffic model, a comprehensive set of traffic surveys were required around the Boston area. This included: 6 Roadside Interviews (RSIs), 44 Automatic Traffic Counts (ATCs) and 22 Manual Classified Junction Counts (MCJCs) across the town. These took place in May 2019.

1.12 The need for a public transport model has been reviewed and found not to be required, based on the local mode share and the expected travel time savings from the most significant scheme to be assessed by the model.

1.13 The programme for the Boston Traffic Model project has identified the following key dates:

- 13th May – 24th May 2019: Traffic Surveys
- 7th June 2019: Data Collection Report
- 26th October 2019: Local Model Validation Report
- 31st January 2020: Forecasting Report

1.14 **Recommendation**

It is recommended that the Committee note the progress to date on the delivery of the aspirations in the BTS and the approach to identifying future highway improvements.

It is recommended that the Committee note the progress on the development of the new Boston Traffic Model.

2. Conclusion

The BTS is an effective tool to co-ordinating a prioritised list of projects which deliver positive change to Boston through: influencing positive travel behaviour, prioritising walking and cycling, promoting public transport and providing for car and freight whilst reducing their negative impacts such as congestion and poor air quality.

3. Consultation

a) Have Risks and Impact Analysis been carried out?

No

b) Risks and Impact Analysis

A Risk and Impact Analysis has not been completed in relation to this paper. However, each individual scheme will undergo a specific Risk and Impact Analysis as it progresses in line with LCC's policy.

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	<p>Boston Transport Strategy 2016-2036</p> <p>https://www.lincolnshire.gov.uk/transport-and-roads/strategy-and-policy/boston-transport-strategy/52681.article</p> <p><i>This document is included in the electronic agenda pack only. Paper copies are available from Democratic Services</i></p>
Appendix B	Boston Transport Strategy – Proposed Schemes

5. Background Papers

No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

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