

Boston Distributor Road

Strategic Case Summary
November 2018



Supporting Growth in Boston

The Boston Distributor Road is essential to secure new development, improve connectivity and manage congestion in a strategically important and sustainable local economy.

Boston's transport network is dominated by two major County roads which pass through the centre of the town. The east-west A52 links the A1 at Grantham to Skegness and the north-south A16 connects the A1 at Peterborough to the South Humber ports. The A52 merges with the A16 through Boston and uses the most significant A-road crossing of the River Witham between the coast and Lincoln, and one of only three in some 30 miles.

Boston is a large market town and port, rich in heritage and character, and is one of the key economic centres within Lincolnshire. With a Borough population of 68,000, it is home to two of Greater Lincolnshire's defining and strongest economic sectors, agri-food and manufacturing, whilst also being key to one of its most significant growth opportunities in the form of

ports and logistics.

The Agri-Food sector in Lincolnshire, with a major focus in the Boston area, is responsible for growing 12% of the country's food and processing 70% of its fish. Linked to the coast by the River Haven, Boston's port has handled 800,000 tonnes of freight annually over the last five years but has the capacity to support significantly higher tonnages. Steel imports alone make the port strategically important to the automotive industry, and it is supported by an active rail head and road connection to the A16 and A52 for onward distribution.

The South East Lincolnshire Local Plan sets out aspirations to grow Boston by more than a quarter over the next two decades, with 7,700 new houses and 3,800 new jobs planned. To meet these demands the current Transport Strategy seeks to influence travel behaviour, promote walking, cycling and public transport, and also manage the highway network to mitigate current poor accessibility and travel reliability. A thriving population and buoyant employment market are required to support the UK's Growth Agenda. The Boston Distributor Road (BDR) is essential to achieve these aspirations.

Both the Fourth Lincolnshire Transport Plan and Boston Transport Strategy support the delivery of this major piece of infrastructure, which is the strategic transportation priority for Boston. An Executive Board comprising Lincolnshire County Council and Boston Borough Council Members and Officers demonstrates the close collaboration and strong leadership commitment from both Local Authorities.



Improving Connectivity

Watercourses through the town, as well as the railway, bring together strategic and local journeys and some of the highest traffic flows in the county, creating significant congestion, poor journey times and reliability, severance of pedestrian and cycle journeys, poor air quality and significant visual impact on an historic town.

The A16 is a dual-carriageway operating at capacity and with limited potential to deliver further improvement. The growth of housing and employment will generate additional pressure on a severely constrained transport network.

The proposals for major housing and employment developments are to the south and west of Boston. To deliver these sites, new roads will need to connect to the A16 and A52, providing access to both the town and the wider County and Major Road Network. It is vital that there is a continuous new route around the west of the town, without which more traffic will be channelled through the already congested town centre.

In the context of the Boston Transport Strategy, the BDR will:

- support the sustainable development, regeneration and growth of Boston
- provide an efficient, convenient and accessible transport network for all

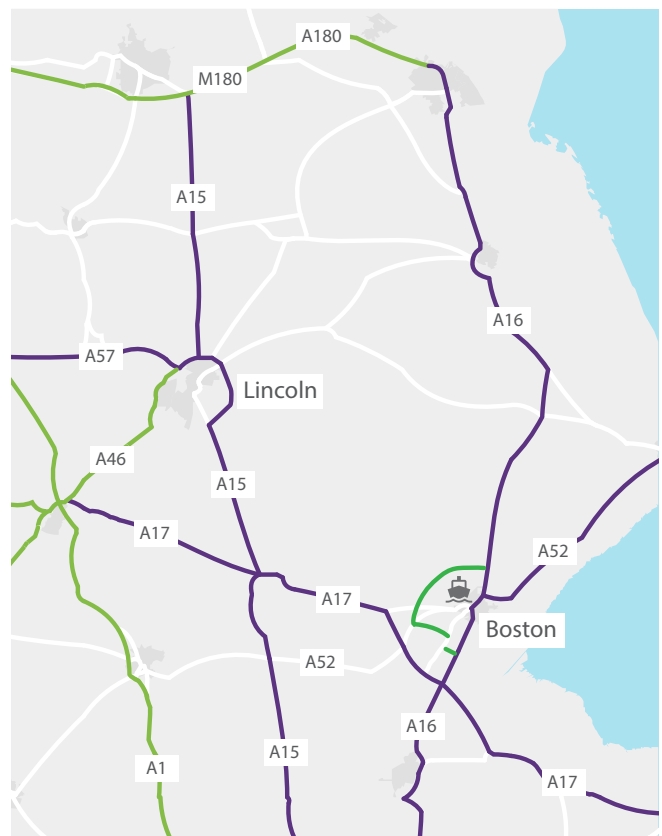
- protect and enhance the quality and attractiveness of the built and natural environment
- support and enhance sustainable travel
- improve the safety and security of travel
- improve the sustainability and connectivity of the communities of Boston and the surrounding area by removing barriers to movement and improving access for all
- improve the health, wellbeing and quality of life of residents, employees and visitors including through the reduction of noise and air quality related issues

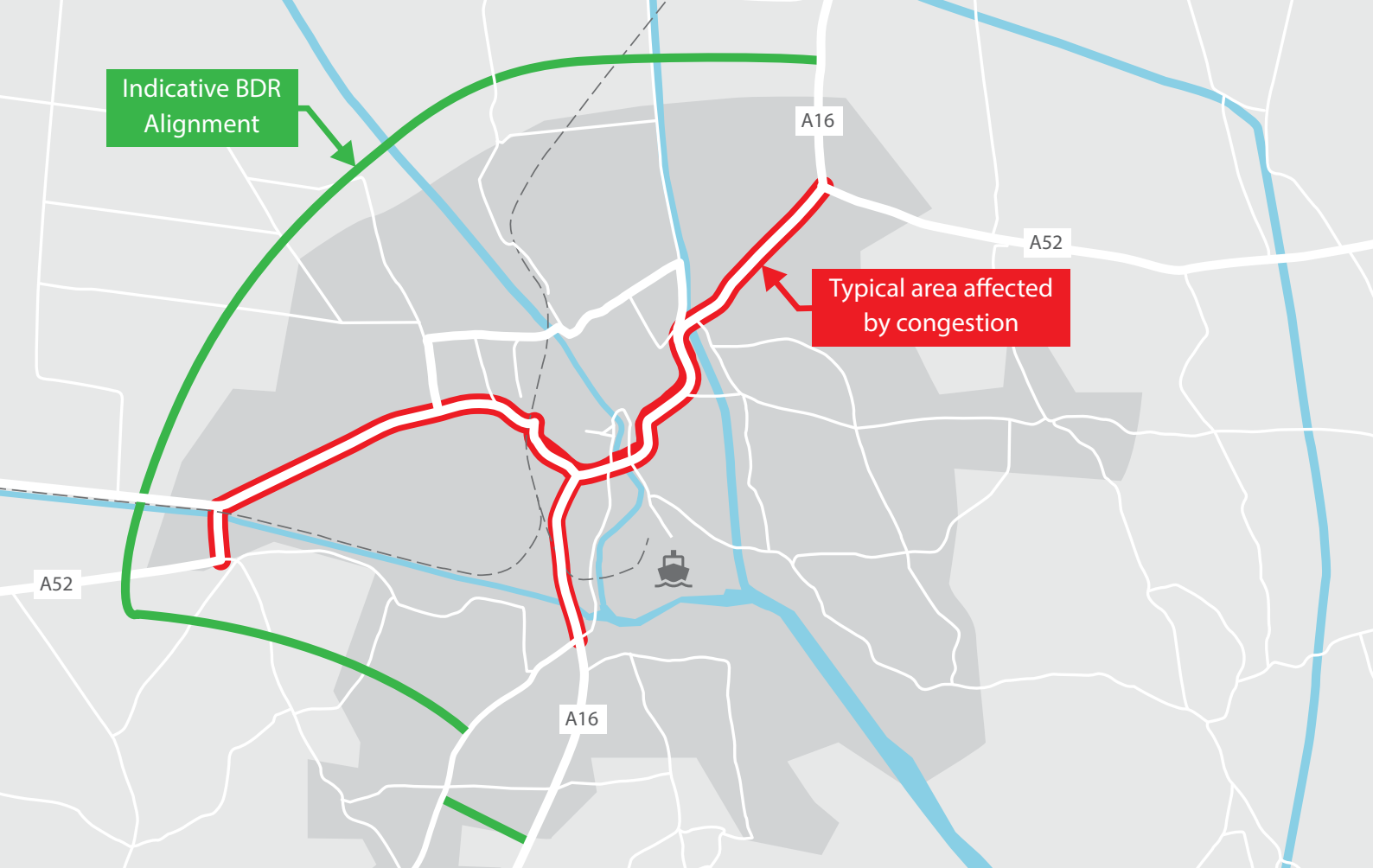
Without the timely delivery of BDR, significant constraints on housing and employment supply will remain, fundamentally undermining the ability of the town to grow. Current problems will remain unresolved, with barriers to movement continuing to limit the efficient operation of the economy.

The BDR will be a new 8 km western highway corridor. From the southern A16 approach to Boston, the BDR will head westwards where it will meet the A52 before bridging the Boston to Sleaford railway line, the wide South Forty Foot Drain and over the A1121. Linking into the A1121, the road will then head north, bridging the River Witham and turn east over the railway line to Skegness before joining back into the A16 north of the town, close to the Pilgrim Hospital.



Regional Connectivity





Collaboration and Delivery

The County and Borough Councils believe working with stakeholders is the best way to secure growth in and around Boston. Over the last few years, this has successfully led to the delivery of key projects including improvements to the A16, a vibrant Market Place public realm scheme and a new, award winning, architectural footbridge. The long-term safety and resilience of the town is also being secured through the construction of a new river barrier to protect over 14,000 properties from tidal flooding. By delivering these schemes, together with the BDR, the Councils and their partners are preparing Boston for planned growth by future-proofing the town for the challenges ahead.

Quadrant Q1 is the initial phase of a larger project, a major sustainable urban extension on the south-western edge of Boston. It will deliver the initial section of BDR, facilitating a large mixed-use development on a 26 Ha site including the provision of 500 dwellings and other retail, commercial and community facilities. Q1 creates a gateway on the main arterial route to the south of Boston. The site is part of the long term strategic plan for the town which seeks to deliver a transport strategy aligned and integrated with the required housing and employment growth. Q2 is the next stage of the development and funding for the BDR will unlock land,

enabling on-going delivery of the housing, employment and infrastructure associated with this major development project, which itself will provide significant economic benefits to the town and the region.

The proposals are currently founded on some carriageway sections being delivered by developers of approved residential sites. This approach is already working, with the first section, A16 to London Road, being brought forward as part of the Quadrant Q1 development.

However, this approach will not secure the delivery of BDR. There are insufficient allocated sites along the BDR's alignment to complete the developer-led sections within the current Local Plan period over the next two decades. Furthermore, developer funding will not be sufficient to deliver the vital elements of BDR linking the individual sections together, including the necessary major infrastructure to span the watercourses and railway lines.

Without the entire route being delivered, including bridging the water and railway barriers to movement, the BDR will not secure the traffic relief necessary to meet current challenges and support future economic development. Instead, growth will simply add to existing congestion within and around the town.

Supporting the BDR

Lincolnshire County Council has successfully delivered a number of major transport schemes over the last decade and continues to drive forward significant transport improvements across the county. The County Council has strong governance and management arrangements, and these are already in place for BDR. The wider delivery of the Boston Transport Strategy is overseen by a combined County and Borough Council Executive Board and this group will also lead the development and delivery of BDR.

Lincolnshire County Council needs funding support to develop the engineering, alignment, feasibility and deliverability aspects of the BDR. The scheme itself is likely to cost in excess of £100m with funding coming from both the public and private sectors. The timescales for delivery of the scheme are dependent on securing funding; and with this in place the full scheme could be open to traffic in the mid-2020s.

The County Council is committed to investing in all of its major towns, subject to budget constraints, and has to prioritise those projects which are achievable. With a new Local Plan and the first section of BDR being delivered, the Council believes now is the time to invest in completing the BDR.

For further information on the BDR project, please contact:

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There is strong support for BDR from a range of major stakeholders and partners.

The opportunity to unlock significant economic growth in Boston is, I believe, immense but the costs entailed in crossing railway lines and water courses means any project is unlikely to be fully funded by private money alone. I would urge support for funding the development of a business case for the Boston Distributor Road project. Doing so would, I believe, send a strong message to residents of Lincolnshire's fastest growing town that Government is alive to their concerns and, importantly, has the wherewithal to take practical steps towards remedying them.

Matt Warman MP

A distributor road is absolutely essential to keeping Boston moving, as it would significantly reduce congestion and improve journeys for drivers, cyclists and pedestrians. "We will continue working in partnership with Boston Borough Council to further develop plans for the new road, but this project is highly unlikely to happen without support from Central Government."

Cllr Richard Davies

Executive Member for Highways and Transport

The Boston Distributor Road is a major aspiration of Lincolnshire County Council and Boston Borough Council, as it will not only help ease traffic in town but also support future development and housing growth in the area. "However, as we all know, local council funds are very tight. For that reason, we are reliant on Central Government for funding to develop a business case for this much-needed project."

Cllr Martin Hill

Leader of Lincolnshire County Council

The BDR represents a significant investment in Boston and the wider economic growth of the town and the south eastern part of Lincolnshire with benefits to key growth sectors including visitor economy, agri-food, and logistics.

Andy Gutherson

County Commissioner for Economy & Place

Supporting businesses to grow and prosper is at the forefront of what we do at the Chamber, and the Boston Distributor Road will be a major factor in the economic development of Boston.

Simon Beardsley

Chief Executive, Lincolnshire Chamber of Commerce

The long term vision for significant highways investment is embedded in our local plan process and encourages developer contribution to meet specific site needs and jointly contribute to the strategic distributor road network. We are delighted to support the County Council as the Highways Authority in developing the business case to expedite soonest delivery in support of improved air quality, continued housing and business growth, productivity and prosperity.

Cllr Michael Cooper

Leader of Boston Borough Council