

Proposed Lidl Store Extension

Shawbridge Street, Clitheroe

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Introduction

1. This technical note has been prepared in response to comments received from LCC Highways on the application for a store extension to Lidl on Shawbridge Street (App. No. 03/2017/0610). The comments from Dave Bloomer, dated 11th August 2017, raises an objection *'on the grounds of the loss of public amenity parking causing additional parking demand on already congested residential streets to the detriment of highway safety and residential amenity. The information submitted with the application and the additional Technical Note only deal with the parking demand currently generated on the site car park and the adjacent public car park and does not acknowledge the existing parking demands on the adjacent residential streets. There is no doubt that the public car park is used by local residents and businesses both during the working day and also overnight, its loss would see these vehicles moving to the local streets which are already congested*
2. The proposals include extending the store into the pay and display car park to the rear. The Lidl car park will be retained as existing (with 54 parking spaces). The pay and display car park will be replaced by a car park for 9 staff. This gives a net loss of five parking spaces. Although there is a considerable amount of on-street parking experienced at the moment, there are no parking restrictions in the vicinity of the Lidl store on Peel Street, Grafton Street or Derby Street. There are no restrictions on the A571 Waterloo Road to the west of the store, although it doesn't appear that any on street parking takes place here, probably due to the volume of traffic experienced on the road. There are short sections of double yellow lines along Shawbridge Street mainly around junctions to protect visibility splays and ensure the free flow of traffic.

Parking Survey Results

3. To establish the impact of the loss of parking spaces on the highway network, a week long parking survey has been carried out on Grafton Street, Derby Street and Peel Street as well as a survey

of the Peel Street pay and display car park. The survey took place between Friday 8th September and Thursday 14th September between 08:00 and 18:00 each day. The survey results are included at **Appendix 1**. The area included is shown on the plan below:

Figure 1.1- Study Area



4. Feedback from the survey company indicated that there were 2 or 3 cars which were parked in the Peel Street car park for the whole survey period in the same spaces, apparently without moving. It is unclear whether these had valid tickets. The pay and display charges apply between the hours of 08:00 and 18:00 with a fee of £2.40 for parking for the full 10 hours each day.
5. The survey results have assumed cars can park on both sides of each of the roads above. However if/when this occurs it takes the main road down to one-way working and in some places results in some cars parked slightly up the kerb. The characteristics of each street local to the store are explored further below:

Grafton Street

6. This is a residential street with terraced properties fronting both sides of the carriageway. There are four access points to the rear of properties. The remainder of the street has no restrictions to parking. It has been observed that the majority of vehicles park on the road to the south and any parking on the northern side takes place partially on the kerb to allow single way movement. A maximum of 16 cars could park on each side of Grafton Street.

Derby Street

7. This is a residential street with 11 terraced properties on the south side and 4 on the north. There are five access points to the rear of dwellings. The carriageway is approximately 5.5m wide with footways on both sides. There is space to park 11 cars on the north and 13 cars on the south, again assuming that all cars on the south would be parked on the road and those to the north would park partially on the kerb, which has been observed to happen.

Peel Street

8. The carriageway here varies between 7 and 7.5m wide and has residential properties and three shops on the eastern side and the Lidl store, the car park and a grass verge on the western side. Cars consistently park on both sides of the carriageway, which takes the road down to one-way working. It is estimated that 22 cars could park on the eastern side and 24 on the western side.

Results-Peel Street Car Park

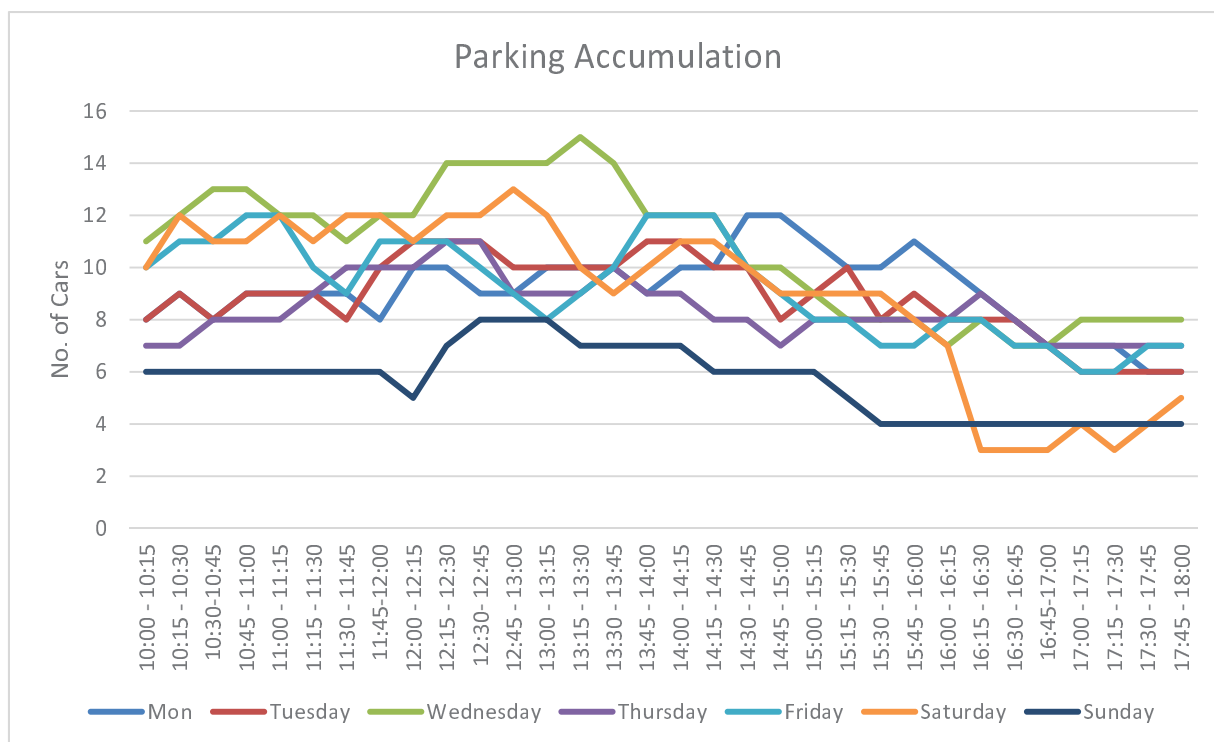
9. The number of cars parked in Peel Street long-stay pay and display has been investigated and summarised in Table 1.1 This shows that between 4 and 15 cars were parked throughout the week. Of these, 3 did not move for the duration of the survey. The average and maximum number of cars parked is shown in the table below:

Table 1.1- Car Parking results for Peel Street Car Park

	June 2017 Survey		September 2017 survey	
	Average	Maximum	Average	Maximum
Friday	10	14	9	12
Saturday	7	10	9	13
Sunday			6	8
Monday			9	12
Tuesday			9	11
Wednesday			11	15
Thursday			8	11
Weekly Average			9	

10. The busiest day is a Wednesday with 11 cars parked and a maximum of 15 parked for one period between 13:15 and 13:30. This was the only time in the whole seven days that the car park was full. The graph below shows the profile of car parking for each day throughout the survey period.

Figure 1.2- Peel Street Car Park Accumulation



11. Generally, parking demand for the car park is higher in the morning peak than the afternoon, with a peak around lunchtime. Sunday was the quietest day with around 6 cars parked. Three of the cars were parked in the same spaces and did not move for the whole 7 day survey.
12. On average, across the whole week there are 9 cars parked in this car park. The Lidl proposals are to extend the store into the existing car park and create 9 staff parking spaces. Whilst the existing store car park for Lidl will remain the same, any staff currently parking in these spaces will be reallocated to the new staff car park. The overall effect will be an increase in parking provision of 9 spaces for Lidl customers. These spaces will provide short stay parking for up to 90 minutes, which allows people currently using the Peel Street car park to park for short trips such as visits to local shops and businesses. Those parking in Peel Street for long-stay purposes will be displaced to the local highway network. This is explored below.

On-street capacity

13. The average amount of cars parked on the network is shown below. This demonstrates that, Wednesday, Friday and Saturday have the highest parking demand. As Wednesday is the busiest for the car park, this and Saturday have been selected for further analysis.

Figure 1.3- Average number of cars parked on Local Highway

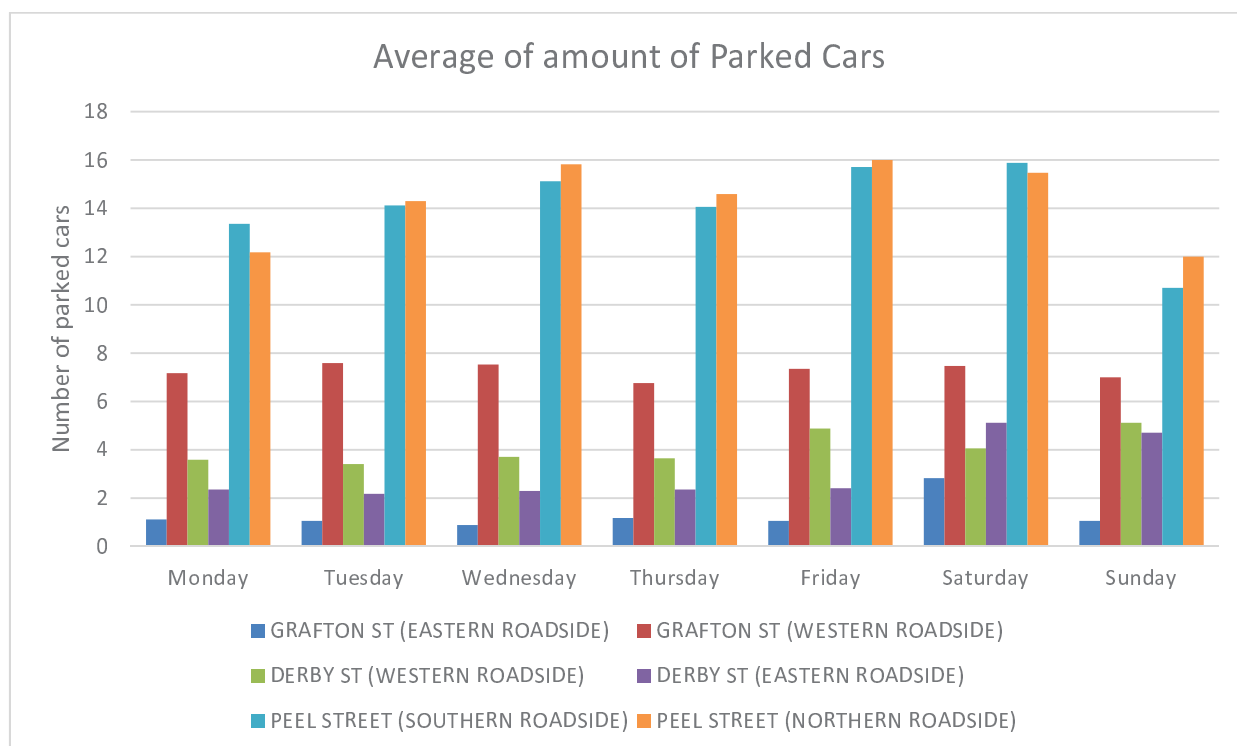


Table 1.2- Breakdown of on-street capacity and demand- Wednesday

	Peel Street		Grafton Street		Derby Street	
	Veh. No's	Percentage	Veh. No's	Percentage	Veh. No's	Percentage
Capacity	46	-	32	-	24	-
Average	28	61%	9	28%	6	25%
Maximum	32	70%	10	31%	7	29%

Table 1.3- Breakdown of on-street capacity and demand- Saturday

	Peel Street		Grafton Street		Derby Street	
	Veh. No's	Percentage	Veh. No's	Percentage	Veh. No's	Percentage
Capacity	46	-	32	-	24	-
Average	31	67%	10	31%	9	38%
Maximum	39	85%	14	44%	11	46%

14. These results, for the busiest times of the week on both the highway network and Peel Street car park, demonstrate that there is space on the side roads for the small amount of displaced parking. Even if the capacity of Grafton Street and Derby Street is over estimated and we only include one side of the road in calculations, at the very busiest time on a Saturday, there would be two spaces on Grafton Street and two on Derby Street, in addition to the space on Peel Street. However, in reality, the chance of the Lidl car park and the highway network both having peak demand for parking at the same time is unlikely. In addition, on street parking is likely to continue with some cars parked slightly on the kerb to ensure traffic can pass. This provides additional capacity.

Summary and Conclusions

15. Overall, the extension to the Lidl store will result in the net loss of five parking spaces by virtue of the loss of the Peel Street Car Park for public parking. The nine spaces retained on the Peel Street car park land will be for Lidl staff use only. Effectively, this will increase Lidl's customer car park by nine spaces as staff cars will be displaced to the rear of the store.

16. The survey results have shown that on average across the whole week there are 9 cars parked in the Peel Street car park. The additional provision at the Lidl car park will therefore be able to accommodate those requiring short-stay parking for up to 90 minutes. The few people requiring long-stay car parking will be displaced on to the local highway network. It has been demonstrated that the local highway network has spare capacity for on-street, non-Lidl-related parking even during the busiest times of the week. They are not congested as LCC have suggested.
17. With the exception of Shawbridge Street, there are no parking restrictions on any of the roads surrounding the Lidl store. LCC could request that a condition was attached to the permission to require a review of TROs be undertaken if further protection were required.
18. Given that the Peel Street car park is rarely fully occupied, that the Lidl store car park will be increased by 9 spaces and that there is additional on street capacity for cars to park, there cannot be any traffic, transport or highways reason to withhold permission for the extension to the existing Lidl store.