

Brown Street Car Park

Transport Statement
March 2016



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1. Introduction

1.1 Project Description

Capita has been appointed by Blackburn with Darwen Borough Council (BwDBC) to prepare a Transport Statement (TS) to support a planning application for a temporary car park on Brown Street, Blackburn.

The proposed car park is expected to open in 2016, and will provide circa 160 parking spaces in the town centre of Blackburn. The car park will occupy the site of the current temporary bus station, adjacent to the new Blackburn bus station on Brown Street.

1.2 Purpose of Transport Statement

This Transport Statement presents the process for the proposed development and its findings. The document is intended to assist BwDBC in their determination of the planning application for the proposals.

The TS seeks to identify any potential adverse transport impacts that the development might have on the surrounding area and highway network. Any measures necessary to mitigate the impact of the development proposals are also identified and recommended in the report.

In line with best practice, this TS has been developed in accordance with Planning Practice Guidance on Travel Plans, Transport Assessments and Statements and the National Planning Policy Framework (NPPF). The specific scope of this assessment has been agreed through initial scoping with BwDBC.

1.3 Report Structure

This TS investigates the highway and transportation issues associated with the proposals. The remainder of the TS will take the following structure:

Chapter 2 – Site Description and Existing Conditions

Chapter 3 – Policy Considerations

Chapter 4 – Proposed Development

Chapter 5 – Sustainable Transport Appraisal

Chapter 6 – Traffic Impact Assessment

Chapter 7 – Accident Analysis

Chapter 8 – Summary and Conclusions

2. Site Description and Existing Conditions

2.1 Introduction

This section of the TS describes the location of the site, and provides a summary of the local highway network and transport facilities within close proximity to the proposed development.

2.2 Site Location

The proposed car park is situated on Brown Street, Blackburn, off Penny Street in the town centre of Blackburn, as shown in Figure 2.1 below. The current temporary bus station islands at Brown Street will form the layout of the car park. The site is bordered to the south by the proposed bus station, The Mall Blackburn shopping centre to the west and the Thwaites Brewery site to the East.

Figure 2.1 – Location of the Proposed Car Park



2.3 Existing Site Land Use

The site is currently used as a temporary bus station while the new bus station is being developed on the adjacent site. It is anticipated that the bus station will be completed by the 1st of May 2016 and the proposed site will no longer be required as a temporary bus station.

2.4 Local Highway Network

2.4.1 *Barbara Castle Way*

Barbara Castle Way is a dual carriageway which runs from the Eanam / Quarry Street / Barbara Castle Way roundabout to Blackburn College where the road then merges into Montague Street. The road connects to the A677 which provides links to Blackburn Town Centre and residential areas situated north of the town centre. The A6078 provides connections to Shadsworth and further afield to Accrington.

2.4.2 *Penny Street*

Penny Street is a single carriageway which runs from Barbara Castle Way to Salford Road and provides access to Penny Street car park and Thwaites Brewery.

Buses and taxis can only access Brown Street and Penny Street from the mini-roundabout situated at the Penny Street car park entrance.

Double yellow lines are enforced on the southbound lane and single yellow lines on the northbound section from the Penny Street / Brown Street mini-roundabout, outside the entrance of Penny Street car park, to the traffic signals at the Barbara Castle Way junction. Parking restrictions are enforced between 07:00 and 19:00 from Monday - Friday and allows for drop-off / pick-up or loading. A cycle lane is incorporated along the northbound carriageway with an advanced cycle stop line.

2.4.3 *Brown Street*

The westbound carriageway of Brown Street is restricted to access for buses, taxis and cyclists only and the eastbound carriageway is for any vehicle and provides an on street disabled parking bay and a loading bay. Single yellow lines are in place on some sections of the eastbound carriageway with parking restrictions enforced. Brown Street also provides access to the Gala Bingo site and staff parking associated with the job centre and Penny Street. The west bound carriageway provides access to the temporary bus station and Ainsworth Street.

2.4.4 *Ainsworth Street*

Ainsworth Street is a one way single carriageway that provides access to Brown Street, The Mall Blackburn shopping centre car park and a number of small businesses. Ainsworth Street loops around to Regent Street where a number of pay and display parking bays are situated

adjacent to The Exchange Building. Parking restrictions are in place with pay and display between 08:00 – 18:00 Monday – Sunday.

2.5 Site Access

The current site access to the temporary bus stops is situated on Brown Street, and provides access for buses, cyclists and taxis.

An uncontrolled pedestrian crossing is situated at the entrance with dropped kerbs and tactile paving, and the site provides a large pedestrian area with street lighting, as shown in Figure 2.2 below.

Figure 2.2 – Bus Stop Entrance and Proposed Car Park Entrance



2.6 Parking

Brown Street currently has parking bays adjacent to the Job Centre which provides parking for disabled 'blue badge' holders only and a loading bay, as shown in Figure 2.3 overleaf.

Figure 2.3 – Parking Restrictions on Brown Street



A Pay and Display private car park is accessible from the Penny Street / Brown Street mini-roundabout and is managed by euro car parks, as shown in Figure 2.4 overleaf. 109 bays are on site, although the car park is set to be demolished as part of the Thwaites demolition.

Additionally, 128 parking bays are situated on the Thwaites rooftop parking operated by BwDBC. Similarly to the parking on Penny Street the 128 parking bays will be lost as part of the planned demolition of Thwaites Brewery.

Figure 2.4 – Penny Street Parking Entrance



3. Policy Considerations

3.1 National Planning Policy

Section 40 of the NPPF states that Local Authorities should strive to improve the quality of parking in the town centre and create parking that is convenient, safe and secure, and with suitable provision for motorcycles. The Local Authority should set appropriate parking charges that don't undermine the vitality of the town centre and any parking enforcement should be proportionate.

3.2 Local Planning Policy

3.2.1 *Blackburn with Darwen Local Plan*

Blackburn with Darwen Local Plan Part 2 was adopted in December 2015 and encourages development that will contribute to the growth and regeneration of the area.

The strategic objective is to ensure that local people benefit from economic growth and have sustainable access to services and facilities.

The core strategy sets out that new development should be accessible by a choice of transport modes and should not be reliant on car journeys. Managing development in this way is an important contributor to a number of objectives including:

- Avoiding or minimising the effect of development on local roads;
- Minimising congestion and air quality problems on main transport routes;
- Minimising contribution to climate change; and
- Ensuring that people who do not have access to a car are able to benefit from jobs and services.

These objectives can be achieved by ensuring that wherever possible, development is located in areas that benefit from good public transport access.

3.2.2 *Local Parking Standards*

Blackburn with Darwen Borough Council (BwDBC) sets out parking standards in relation to new developments; the main objective of these standards is to ensure that appropriate consideration is given to accommodation of vehicles on site.

Maximum Parking standards are as follows:

- Primary and Secondary Schools – 1 space per classroom/activity area
- 1 mobility or parent/child space per 10 car spaces as part of the overall provision

Maximum Cycle Standards

- Primary School / Secondary – 1 cycle space per 10 spaces and covered secure parking is required on all developments employing 30 or more staff

Maximum Motorbike Standards

- Primary School / Secondary – 1 motorbike space per 25 car spaces and covered secure parking is required on all developments employing 30 or more staff.

3.2.3 *Blackburn with Darwen Third Local Transport Plan 2011 - 2021*

Developing a sustainable and effective transport network for the borough enables growth and the delivery of opportunities to enable access for all. BwDBC envisage that by 2021 residents and visitors will be able to undertake travel to a range of destinations in a safer, more convenient and reliable manner.

The vision is to create a transport network that is more resilient to the effects of the changing climate and improvements on the highway network. This will be achieved by working with public transport providers, developers, local businesses and communities to improve or mitigate problems of traffic congestion and road capacity that has stilted economic growth, affected road safety and air quality.

A number of goals have been put forward:

- Goal 1: Support the economy;
- Goal 2: Tackle climate change;
- Goal 3: Increase safety and security;
- Goal 4: Promote equality of opportunity; and
- Goal 5: Promote quality of life, health and natural environment.

4. Proposed Development

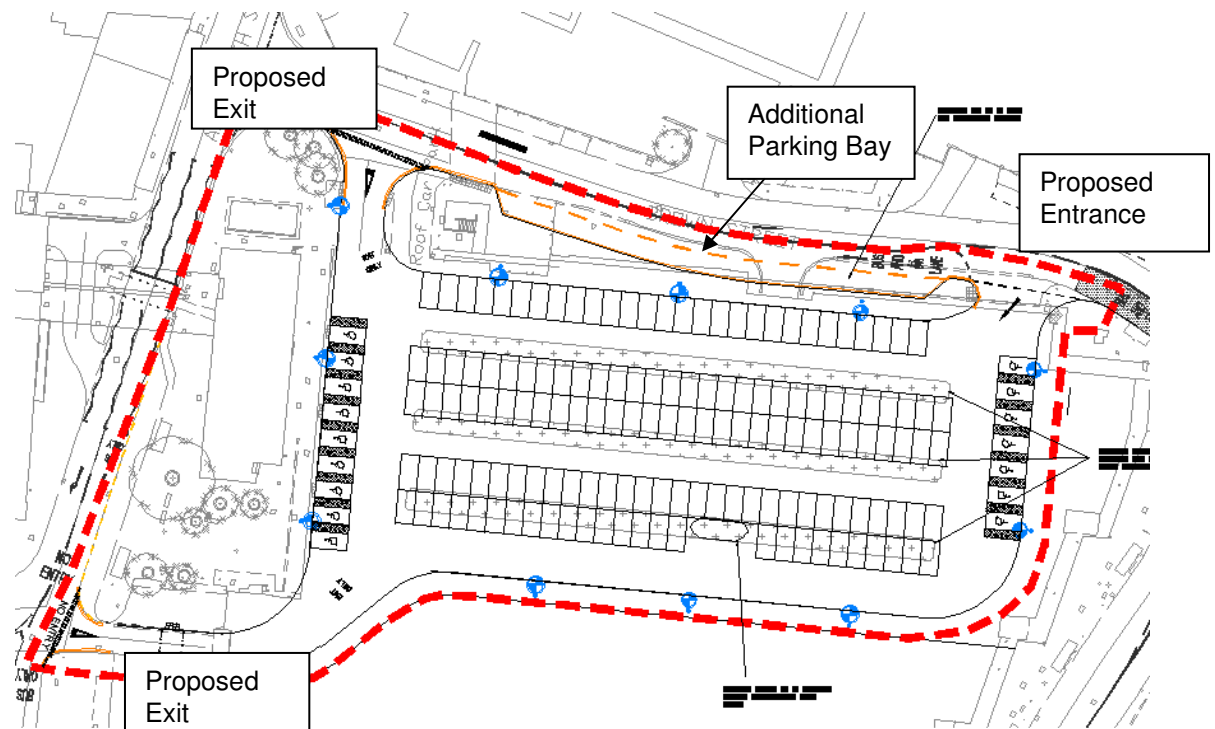
4.1 Introduction

This section describes the proposed development composition and outlines any impacts likely to be generated by the proposals.

4.2 Scale of Development

The proposed car park will provide 88 parking bays and 11 disabled parking bays. An additional on street parking bay is also proposed on Brown Street as part of the development proposals, as shown in Figure 4.1 below.

Figure 4.1 – Proposed Car Park Layout



It is envisaged that little work will need to be undertaken due to the current layout of the site, with the current pedestrian islands being retained as part of the design. The parking bays will be parallel parking and bus shelters removed to provide raised pedestrian footpaths. Uncontrolled pedestrian crossings are currently on site and will form part of the car park proposal.

4.3 Access Arrangements

The entrance will be situated on Brown Street at the current access to the temporary bus station, vehicles wishing to utilise this car park will have to access Brown Street via Penny Street from Barbara Castle Way due to restrictions in place between Brown Street and Salford.

Two exits are situated in the western section of the car park with an exit onto Brown Street and another onto Ainsworth Street, as shown in Figure 4.1 above. The Brown Street egress provides access to Ainsworth Street which provides links to the southern areas of Blackburn and Penny Street towards Barbara Castle Way.

4.4 Parking

89 parking bays are proposed with an additional 11 disabled bays. The existing bay on Brown Street, currently used as bus stops, will be utilised as additional parking with parking restrictions similar to those already in force on Brown Street. A one way system will be in use at the car park and the current bus stop bays will form linear parking bays.

4.4.1 *DDA Compliance*

BwDBC Parking Standards states that 1 mobility space is required for every 10 car spaces as part of the overall provision. In addition, to the 144 standard bays 16 disabled parking bays will be provided near the entrance and egress of the car park. A full site layout plan is provided in the Planning Application Appendix B.

5. Sustainable Transport Appraisal

5.1 Introduction

The proposed site is ideally located to maximise sustainable transport, being located in the town centre. The car park is to be located adjacent to the new bus station, currently in development which, when completed will provide access to the wider areas of Blackburn and the surrounding areas of Darwen, Manchester, Bolton and Preston.

5.2 Walking

The proposed site is located within the town centre with high quality walking routes along well lit local footways. The quality of the environment and the proximity of the car park to the town centre will assist in encouraging local people and visitors to choose sustainable modes of transport in and around Blackburn.

5.3 Cycling

Investigations into the Sustrans website show that the National Cycle Route 6 runs through Witton Country Park, the town centre and within the vicinity of the proposed car park before following the towpath of the Leeds and Liverpool Canal, as shown in Figure 5.1 overleaf.

Weavers Wheel is a cycle network which will encompass Blackburn and be approximately 26km in length. Figure 5.2 overleaf maps the route and shows that the route heads along Haslingden Road, connecting to the Town Centre to Royal Blackburn Hospital Route. The route links through from Haslingden Road close to the Hospital Access Road, crosses Old Bank Lane and continues along the off road route before re-joining the road at Queens Road. Weavers Wheel could potentially encourage uptake in cycling.

Figure 5.1 – Sustrans National Cycle Map: Blackburn Route 6

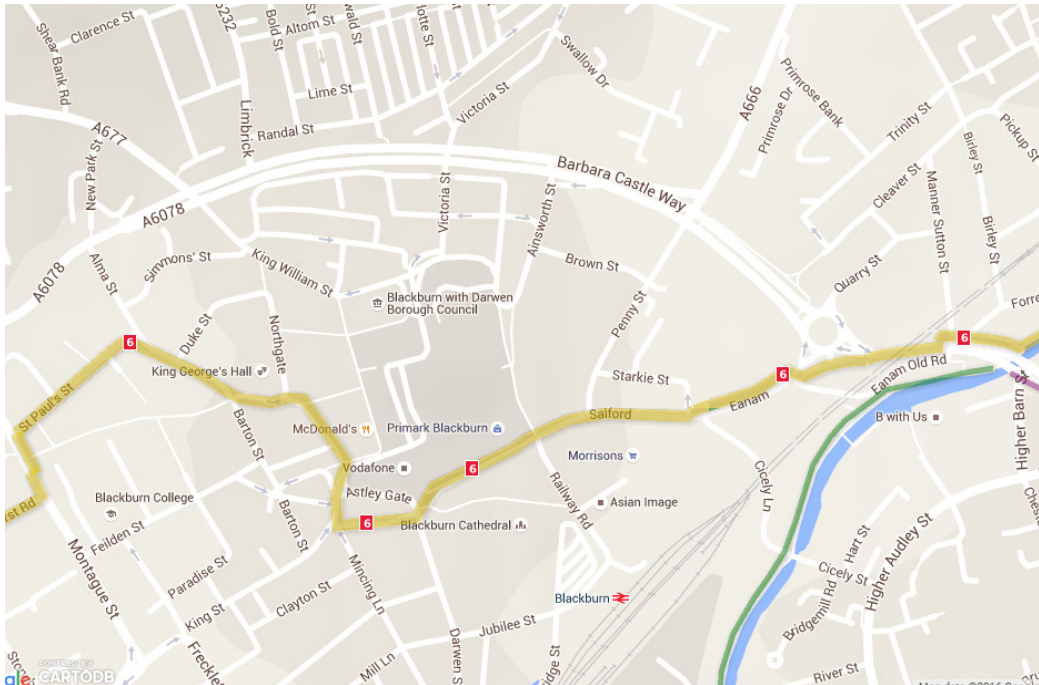
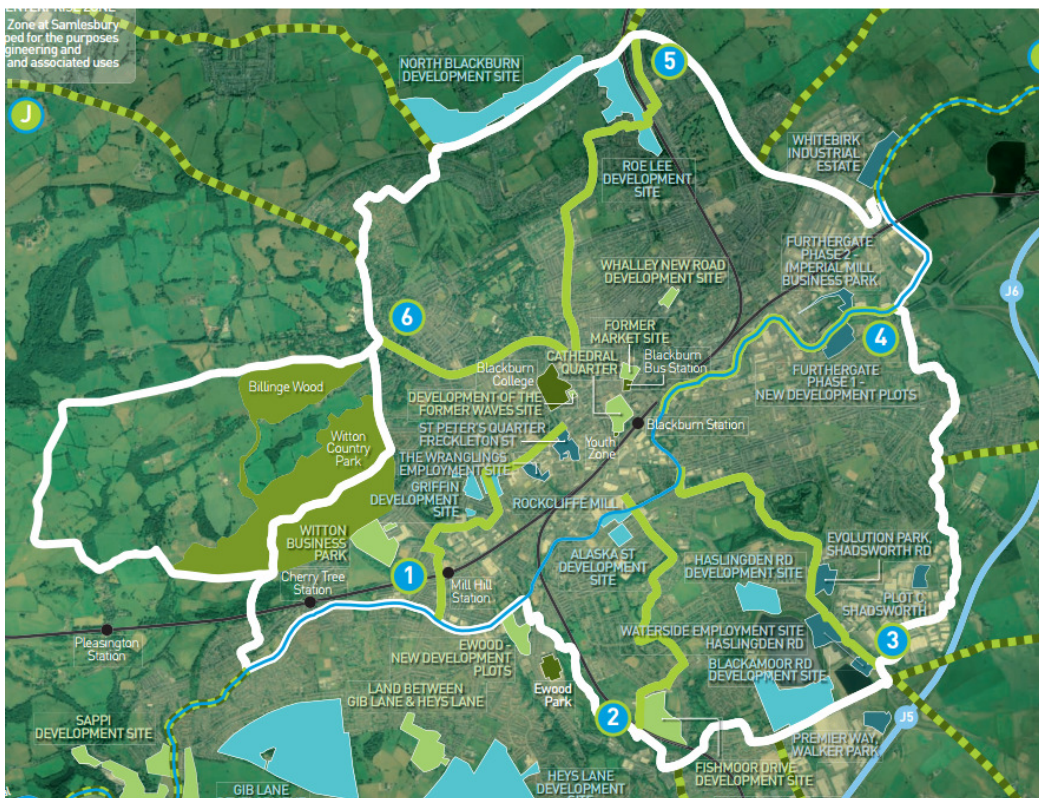


Figure 5.2 – Weavers Wheel Cycle Route



5.4 Public Transport

5.4.1 *Bus*

The car park will be situated adjacent to the proposed bus station, due to open 2016, which will provide links to area around Blackburn and Darwen. Multiple bus services currently run from the temporary bus stops with links to Accrington, Darwen, Preston, Bolton, Manchester and Clitheroe.

5.4.2 *Train*

The nearest train station is Blackburn, approximately 400m from the proposed car park. This station provides links to Manchester, Blackpool, York, Colne and Preston.

6. Traffic Impact Assessment

It is anticipated that the proposed car park will have little impact on the local highway network due to the limited number of trips associated with this site. It is expected that trips will be linked to business use and will occur before the AM network peak as most businesses open at 08:00 and throughout the PM network peak.

Currently trips along Brown Street are linked to businesses at Brown Street, Ainsworth Street and access to Penny Street car park. In addition, the vast majority of trips will be bus services accessing the temporary bus stops currently located on Brown Street. It is anticipated that these bus trips will be displaced to Penny Street once the proposed bus station opens, therefore the number of trips along Brown Street will be reduced.

As stated in Section 2 a number of car parks are to be demolished or no longer used by the public in Blackburn with 128 spaces lost at the Thwaites roof top car park and 109 at the Penny Street car park when the former Thwaites Brewery site is demolished. Furthermore, 70 parking spaces at Salford car park are no longer available to the public, creating a loss of 307 parking spaces in Blackburn town centre, as shown in Table 6.1 below.

Table 6.1– Lost and Proposed Car Park Spaces

Car Park	Lost	Proposed
Thwaites Roof top Car Park	128	-
Penny Street Car Park	109	0
Brown Street	-	160
Salford Car Park	70	-

These car parks are located within the vicinity of the proposed site, as shown in Figure 6.1 overleaf and it is expected that the number of trips within this area would reduce because of the loss of car parks. The number of trips at the Penny Street / Brown Street mini-roundabout will reduce due to the closure of the car parking currently accessed from the junction. Therefore, the trips associated with proposed car park are anticipated to be less than the current trips because of the loss of car park spaces and the pending demolition of the former Thwaites Brewery.

Therefore, the trips associated with the proposed car park are anticipated to cause limited impacts to the highway and junctions.

Figure 6.1 – Car Parks in the Vicinity of the Proposed Development



7. Accident Analysis

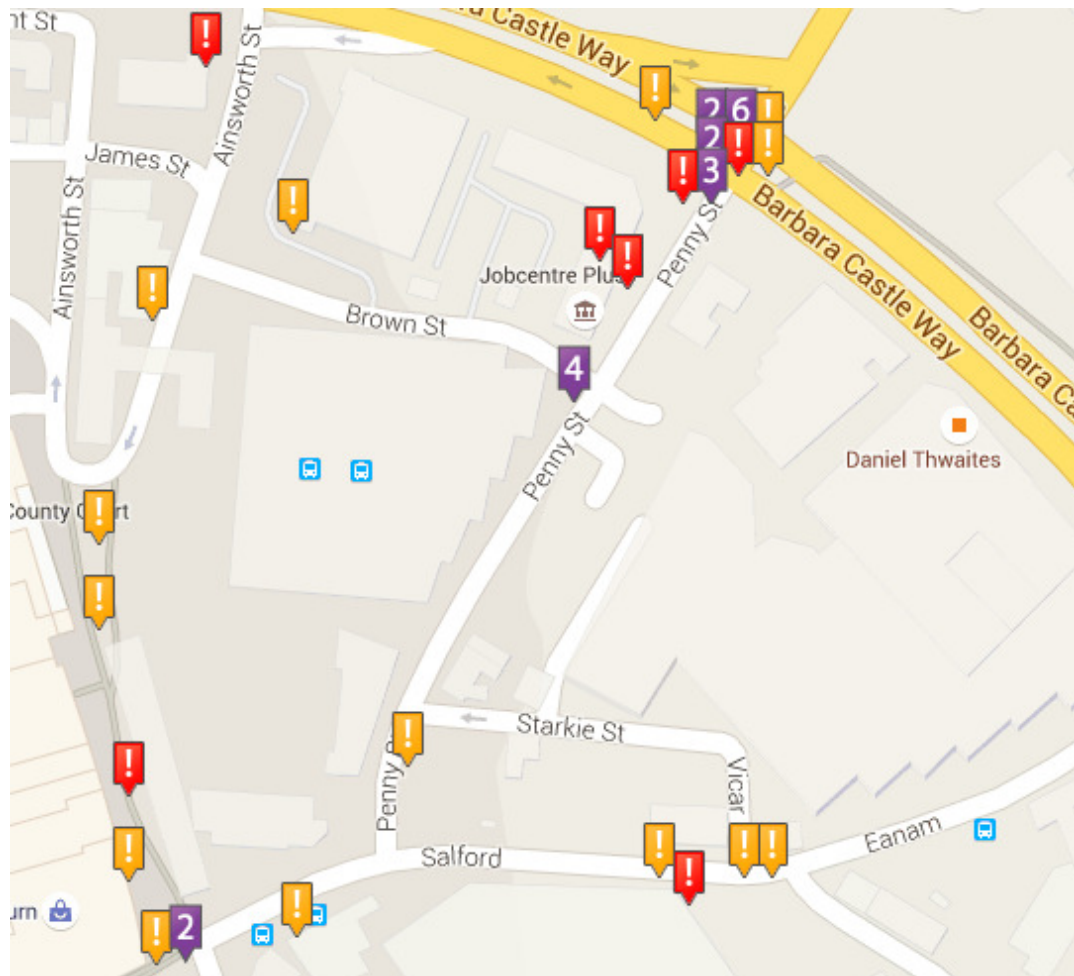
7.1 Introduction

The purpose of this section of the report is to summarise and provide an analysis of the reported road traffic accidents which have involved personal injury within a close proximity of the proposed development site.

7.2 Study Area

Figure 7.1 below shows available CrashMap accident data for the past five years (2010-2014), and displays fatal, serious and slight accidents along the expected route.

Figure 7.1 – Accidents in the Vicinity of the Proposed Site



This shows that in the past five years 40 incidents have been recorded in the vicinity of the site, 31 of which were slight accidents and 9 were serious accidents. Just under half of the incidents occurred in the vicinity of the Barbara Castle Way / Penny Street junction and 4 on the Penny Street / Brown Street junction which, per year on average does not suggest an accident problem. It is anticipated that the proposals will not have an adverse impact on the local highway network. As such it is considered that there are no apparent safety concerns.

8. Summary and Conclusion

This Transport Statement has examined site accessibility by different modes of transport and considered the scale of the development proposals with respect to the potential for impact on the local road network and on highway safety.

A study of national and local policy has shown that the proposals are in accordance with policy and guidance. It has been concluded that the number of parking bays and DDA compliant spaces are within parking requirements advocated by BwDBC.

The town centre will reduce its parking capacity with the demolition of the former Thwaites Brewery suggesting that more parking is needed to replace this. The NPPF, Section 40, states that local authorities should provide and improve parking in the town centre. The intended development is intended to go some way towards replacing existing town centre parking which is due to be lost.

It is anticipated that the likely impact of the proposed development on the local highway network will be minimum, due to the proposed number of parking spaces being significantly less than the current parking spaces. A large number of current parking spaces will be lost with the demolition of Thwaites Brewery with the loss of 109 bays at the Penny Street Car Park, 128 at the Thwaites Brewery rooftop car park and 70 spaces are no longer available to the public at Salford Car Park. Therefore, the proposal of 160 parking spaces is less than the current conditions and it is expected that there will be a reduced number of associated trips connected to the proposal.

A review of the local accident data for the period 2010 to 2014 demonstrates that the surrounding areas close to the proposed car park do not experience any unusual accident patterns. It is also apparent from consideration of the traffic impact assessment that the proposals will not have an adverse impact on road safety. As such, the analysis of the accident data does not give any cause for concern.

It is therefore concluded that there are no highways or transport related reasons to withhold planning permission for the scheme, and that the proposals should be approved.

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