

Technical Note

Date: 15 December 2020

Project: 1A Delamere Road, Levenshulme

Title: Parking Requirements Assessment

1. Purpose

- 1.1 SK has been appointed to examine the parking requirements for a site off Delamere Road in Levenshulme.

Assessment Scope

- 1.2 The assessment has been undertaken in line with standard appraisal methods and in line with NPPF and PPG. The assessment is also in line with the following guidance:

- MCC (2012) Manchester's Local Development Framework: Core Strategy Development Plan
- MCC (2017) Manchester Residential Quality Guidance
- MCC (2019) Draft Zero Carbon Framework 2020-2038
- MCC (2019) Revised City Centre Transport Strategy
- TfGM (2013) Transport for Sustainable Developments: A Guide for Developers
- TfGM (2017) Greater Manchester Transport Strategy 2040
- DfT (2007) Guidance on Transport Assessment

- 1.3 The assessment uses a standard appraisal method that has been used at other sites in the Manchester authority area to examine future development parking requirements and the likely impacts on road safety and residential amenity.

- 1.4 The proposal has been discussed with highway officers at MCC and the access, car parking and cycle parking arrangements were agreed in November 2020.

Development Proposal

- 1.5 Figure 1.1 shows the development proposal.

- 1.6 The development proposes the demolition of the existing buildings on the site and the development of 9 apartments.

- 1.7 The proposal will remove the existing vehicle access on Delamere Road and the applicant will reinstate the disused access point. The removal of the access junction will increase the available street parking provision in the area by 2 spaces.

- 1.8 Car parking is provided for 7 cars, including a disabled parking space. Access to the undercroft parking area will be gained via the route on the eastern boundary of the site. The applicant has confirmed that they have a right of access over this route. The parking bays are 2.4m x 4.8m and the width available in front each space is 6m.

- 1.9 The proposal includes 10 cycle parking spaces, which is substantially in excess of MCC adopted policy requirements.

- 1.10 Refuse collection will occur from kerbside in line with existing arrangements on Delamere Road. Bins will be moved a suitable position within the site on collection day by the site operator.



Figure 1.1: Development Layout

2. Background to the Site

Site Location

- 2.1 The site is located to the east of the A6 Stockport Road and just to the south of the centre of Levenshulme. The site is bounded to the west by properties fronting Stockport Road, to the north by St Mary the Angels and St Clare Church, to the east by an alleyway route and to the south by Delamere Road.

Existing Site Use

- 2.2 The site is currently occupied by a Car Centre with access gained from a gated priority arrangement on to Delamere Road. Hardstanding is provided on site for vehicles to park. The existing site use generates traffic onto the surrounding highway network.

Local Highway Network

- 2.3 Delamere Road is currently a one-way (westbound) residential street that provides access to residential properties along its length. The road benefits from a 20mph speed limit. A contra-flow cycle route (eastbound) is signed and marked, and the street is a Bee Line on the Bee Network. Footways are provided on either carriageway.
- 2.4 Uncontrolled parking is provided along the length of Delamere Road on both carriageway edge in the form of marked bays. Immediately to the west of the site access a long loading bay is provided and to the east of the site access a parking bay is provided. Double yellow line junction protection markings are in place to the west of the site.
- 2.5 On the eastern boundary of the site is an alleyway route that provides access to the rear of the terraced houses to the east of the site and also one of the accesses to the church car park. The applicant has provided confirmation that the proposal site has a right of access over this route.
- 2.6 To the west of the site Delamere Road joins Stockport Road at a simple priority arrangement. No entry signs are in place to reinforce the one-way working arrangement.

Future Highway Network

- 2.7 The applicant has recently been consulted on the Phase 1 trial of the Levenshulme and Burnage Active Neighbourhood proposal. This includes measures on Delamere Road that will result in the access to Delamere Road from Stockport Road being closed to vehicles and Delamere Road becoming two-way for vehicular traffic. The wider area proposals seek to increase walking and cycling in the area and improve the environment for the local community.

Road Safety Record

- 2.8 TfGM's accident database has been reviewed to allow an understanding of road safety patterns on Delamere Road. Figure 2.2 shows locations and severities of accidents for the most recent five year period available (to 31 March 2020).

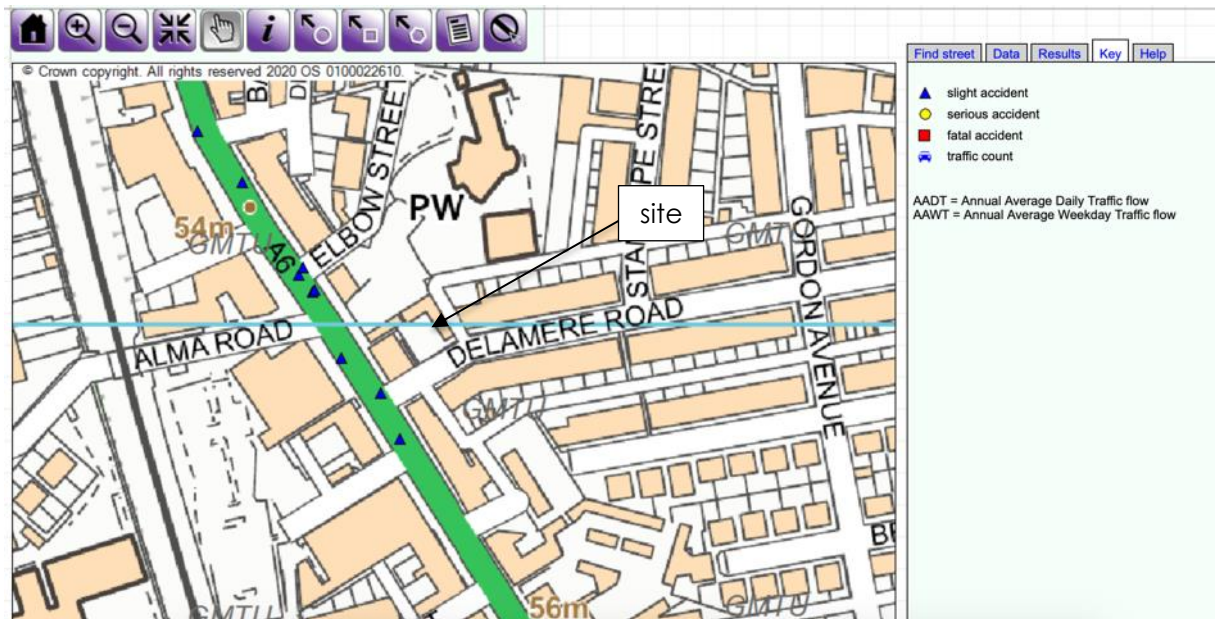


Figure 2.2: Accident Records
[source: TfGM 2020]

- 2.9 Figure 2.2 shows that there have been no accidents at the site access or on Delamere Road in the vicinity of the site, during the five year period assessed.

3. Accessibility Assessment

Walking & Cycling

- 3.1 The site sits to the south of the centre of Levenshulme and benefits from close proximity to numerous amenities and public transport nodes.
- 3.2 Delamere Road is a 20mph street with footways along either carriageway edge. The footways provide a connection to wide footways on Stockport Road. Stockport Road benefits from regularly placed signalised crossings. A signalised crossing is provided 80m to the north of the site at the junction of Stockport Road/Alma Street.
- 3.3 Figure 3.1 shows the cycle network serving the site.

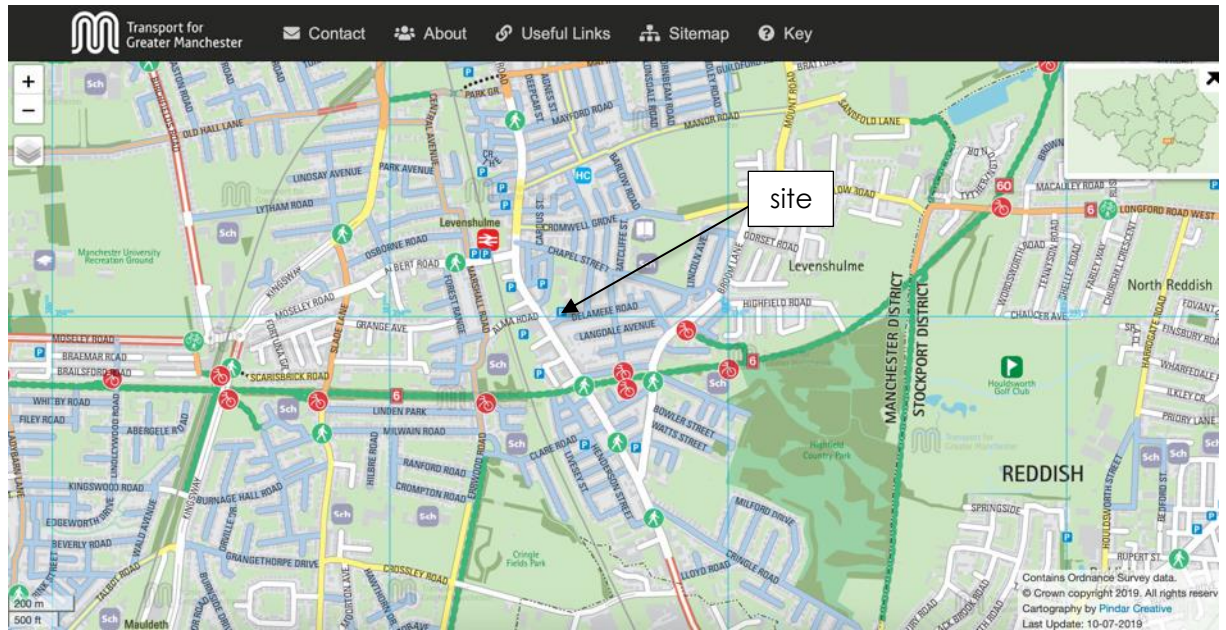


Figure 3.1: Cycle Network
[source: TfGM 2020]

- 3.4 Figure 3.1 shows that Delamere Road is identified as a suitable route for cycling. The street benefits from a contraflow cycle route (eastbound) allowing cyclists to travel in both directions, despite the vehicle one-way restrictions.
- 3.5 To the north of the site access can be gained to more formal routes on the network and to the south of the site access can be gained to segregated Route 6 of the National Cycle Network (the Fallowfield Loop).

Levenshulme & Burnage Active Neighbourhood

- 3.6 Delamere Road is identified as a Bee Line on the Bee Network.
- 3.7 As part of the Mayor's Challenge Fund (Bee Network) improvements are proposed to the local area to encourage greater walking and cycling and improve the area for the local community. The Levenshulme and Burnage Active Neighbourhood area is shown in Figure 3.2.
- 3.8 As set out in Section 2, MCC is currently consulting on trial measures for the area that include closing the junction of Stockport Road/Delamere Road to vehicle traffic and changing Delamere Road to two-way working.

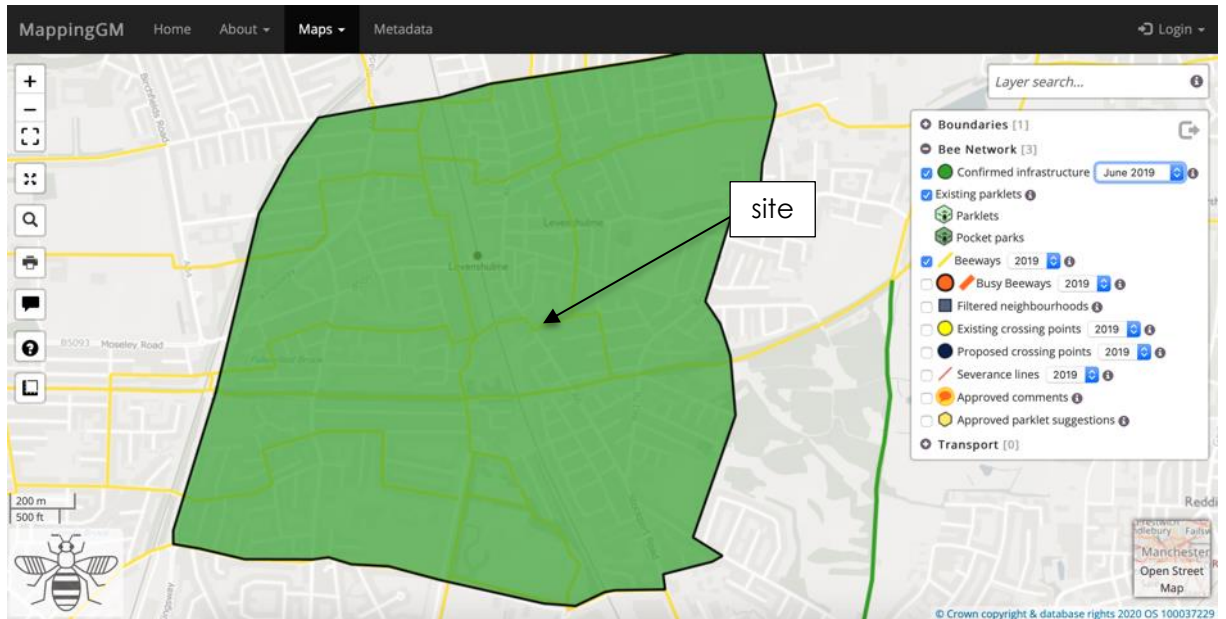


Figure 3.2: Bee Network & Active Neighbourhood
[source: MappingGM 2020]

Public Transport

- 3.9 Figure 3.3 shows the public transport network serving the site.
- 3.10 The nearest bus stops to the site are located on Stockport Road. The southbound services bus stop is 60m to the south of the junction with Delamere Road and northbound services bus stop is 110m to the north of Delamere Road. The existing signalised crossing to the north of the site provides a safe means of crossing to access northbound services.

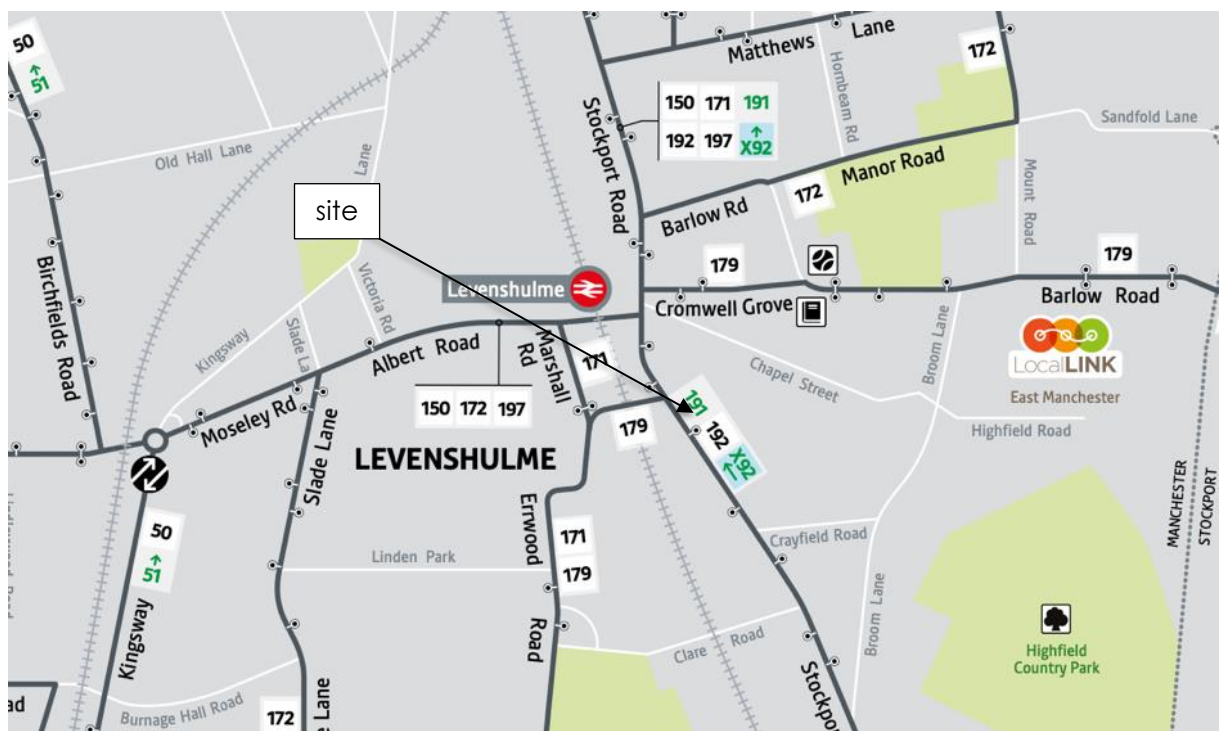


Figure 3.3: Existing Public Transport Network
[source: TfGM 2020]

- 3.11 Table 3.1 provides a summary of the bus routes and frequencies.

No	Route	Weekday (buses per hour)				Weekend (buses per hour)	
		AM	Day	PM	Evening	Saturday	Sunday
191	Hazel Grove – Stockport – Manchester	10 AM services only	-	4 PM services only	-	-	-
191	Manchester – Stockport – Hazel Grove	-	-	4 PM services only	-	-	-
192	Hazel Grove – Stockport – Manchester	6	6	6	6	6	6
192	Manchester – Stockport – Hazel Grove	6	6	6	6	6	6

Table 3.1: Existing Bus Services
[source: TfGM 2020]

- 3.12 Table 3.1 shows that the site benefits from access to 'turn-up and go' services that operate with a 10 minute headway, or better, throughout the day and week.
- 3.13 Levenshulme train station is located 350m to the north of the site. The station is served by trains to Manchester, Stockport, Crewe and Buxton. Typically, there are four trains per hour each direction Monday to Saturday, and two trains per hour each direction on a Sunday.

Greater Manchester Accessibility Level

- 3.14 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.

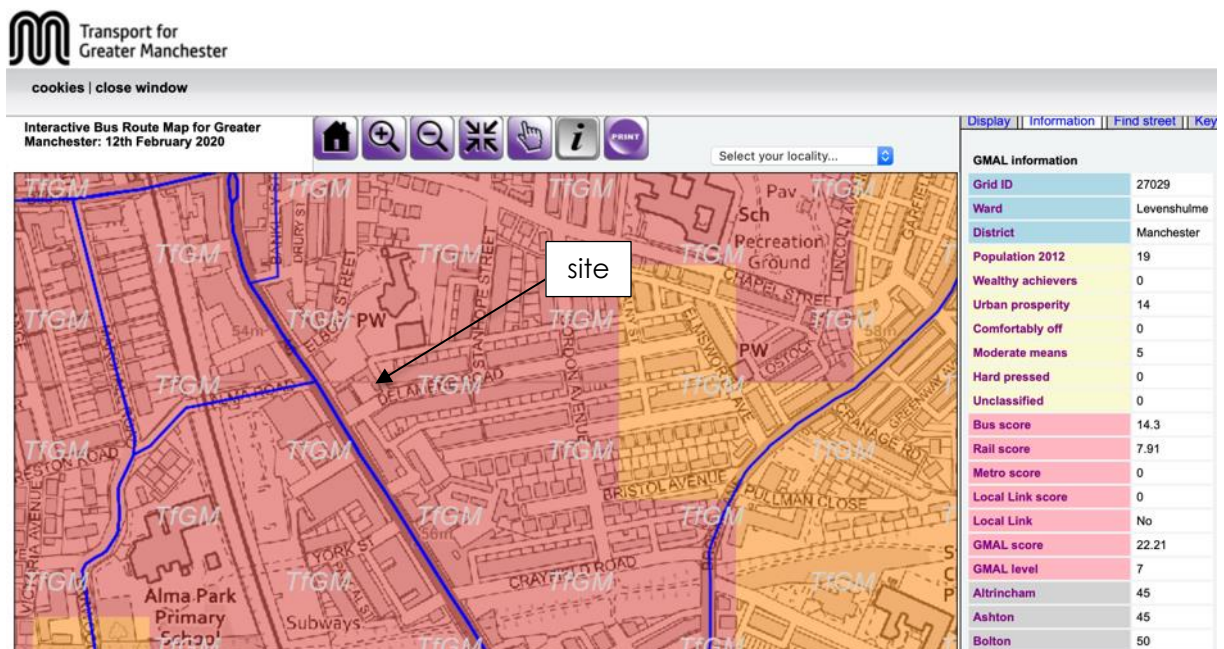


Figure 3.4: Greater Manchester Accessibility Level
[source: TfGM 2020]

- 3.15 Figure 3.4 shows that the site has a GMAL of 7, which is a very good level of accessibility and similar to that found in parts of Manchester city centre.

Policy Compliance

- 3.16 The preliminary assessment confirms this showing that the site is in a sustainable location to the south of the centre of Levenshulme and close to local services/amenities and public transport nodes. This means that key destinations can be reached by sustainable modes and that the site also benefits from a location with hyper-proximity characteristics that are the same as found in international cities that promote '15 minute city' principles.
- 3.17 The assessment also shows that the site has a very good level of accessibility by public transport. The site has a GMAL of 7, which is similar to that found in parts of Manchester city centre. The site offers opportunities for residents to move around the local area and connect to key destinations across the city using sustainable and active modes from the moment that they move in.
- 3.18 The assessment shows that the site is well located to allow residents to live sustainable and active lives without needing to use, or even own, a car.
- 3.19 The proposal includes space for storing bikes and will reinstate the existing site access on Delamere Road.
- 3.20 Paragraph 92 of NPPF (2019) states that planning decisions should ensure an integrated approach to considering the location of housing, economic uses and community facilities and services. This is further supported by paragraphs 103 and 104, which support developments in sustainable locations which have a mix of uses across an area to minimise the number and length of journeys needed. The proposal is in line with NPPF policy.
- 3.21 Local and national policy is supported by 2020 DfT¹ vision on how a net zero transport system will be achieved, including a commitment to introducing measures so that public transport and active travel become the natural first choice for daily activities. Part of the vision is based on place-based solutions to the carbon crisis. Delivering residential developments in sustainable and accessible locations, such as the edge of district centres, with reduced levels of car infrastructure is key to achieving this.

4. Parking Assessment

Policy Requirements

- 4.1 NPPF was originally published in 2012 with an update provided in 2019. At the heart of NPPF is the presumption in favour of sustainable development that supports economic growth and vibrant communities. NPPF supports development that balances economic, social and environmental gains, while considering local circumstances and opportunities. NPPF supports development that balances economic, social and environmental gains, while considering local circumstances and opportunities.
- 4.2 When considering appropriate levels of parking at a development, paragraph 105 of NPPF states that consideration should be given to the following criteria:
- The accessibility of the development
 - The type, mix and use of the development
 - The availability of and opportunities for public transport trips
 - Local car ownership levels
 - The need to ensure an adequate provision for charging vehicles
- 4.3 NPPF supports reductions in parking at developments to reduce congestion issues and increase development densities.

¹ DfT (2020), Decarbonising Transport: Setting the Challenge

- 4.4 MCC does not maintain any adopted residential parking standards and each site is taken on its own merits.

Changing Mobility Trends

- 4.5 In the twentieth century growth in prosperity was associated with growth in car ownership. This relationship has changed in the twenty-first century, with growing prosperity in successful cities and large metropolitan areas now associated with decreasing car use. Increased urbanisation and population growth are both leading to higher density locations where the car as a means of travel is less useful and less used.
- 4.6 These trends were not initially anticipated and have been largely found to be the result of factors that lie outside the transport sphere to do with socio-economic and living situations. These factors include increased urban living, changing demographics, shifts in working patterns and a rise in flexible work locations, reduced driving license ownership, changes to when people start a family, and increased take-up of mobile technology. This finding is supported locally by a presentation by TfGM which states that changes in travel behaviour have occurred due to:

- Increasing urban densification and more people living close to regional centres and city centres
- People in these areas travelling shorter distances to work
- Rise in the digital economy
- Changing attitudes to car use/ownership²

- 4.7 TfGM, on behalf of the ten Greater Manchester authorities, has prepared the Transport Strategy for region³. The evidence that underpins this Strategy states that:

‘Urban densification generally leads to more demand for public transport and active travel... Urban densification therefore offers a major opportunity to reduce car dependence.’

- 4.8 It is clear that the intensification of population and activity in central areas of central urban areas is having the effect of lowering per capita car ownership to a manner already seen in London. As car use becomes less necessary for day-to-day journeys the convenience of owning and using a car has reduced for many city and town centre dwellers.
- 4.9 Research also shows that residents are self-selectors who choose homes in central areas to ensure ease of access to key destinations and reduce the requirement to own or use a car. This is supported by research reported by Melia⁴ which shows that many residents who live without a car are people who either make an environmental decision not to own a car or who people who purposefully pick an accessible home location so daily travel needs can be met without needing to own and store a car. These residents tend to display pro-urban characteristics, favouring higher density living in flats which are close to key public transport nodes and amenities.
- 4.10 SK’s professional institute, the Chartered Institution of Highways and Transportation (CIHT), released new guidance in 2019 that further supports the evidence set out above.
- 4.11 CIHT states that the site layouts should be designed to ‘tip the balance’ in favour of sustainable modes to allow genuine opportunities for sustainable modes to be embraced from the outset. The new CIHT⁵ guidance sets the following simple rule when designing new development:

“Planning for people will result in places for people; planning for cars will result in places dominated by cars.”

- 4.12 The guidance goes on to set out advice on strategies for urban contexts to support a reduction in parking levels in these locations to support increased use of sustainable modes. In relation to this CIHT states that:

² Nicola Kane TfGM (2017): Travel Demand in Greater Manchester

³ TfGM (2017), Greater Manchester Transport Strategy 2040

⁴ Melia (2014), Car-free and Low Car Development

⁵ CIHT (2019), Better planning, better transport, better places

“The range and quality of opportunities for active and public transport can reduce the need for car parking to the same standards as may be necessary elsewhere.”

- 4.13 CIHT also states that to fully encourage walking, cycling and public transport in these urban areas will require restraining the demand for car use and ownership using reduced development parking levels.
- 4.14 The evidence all shows that developments with more parking have higher levels of car ownership and produce more car travel than similar sized developments with less parking. Proving that, as would be expected, residential on-site parking levels and car ownership are intrinsically linked.

Assessment Method

- 4.15 A number of factors are considered in evaluating the suitability of sites for reduced levels of parking and this should be set against a background of recent changes in travel and car ownership patterns, particularly in large metropolitan areas.
- 4.16 SK has considerable experience of assessing the suitability of sites for reduced levels of parking. The method SK uses in these assessments is set out below and is based on the criteria used by the Greater London authorities and acknowledges both NPPF and MCC policy requirements. The method is the same as used by SK when assessing parking requirements at other residential sites in the authority area.
 - Accessibility of the development and opportunities for public transport access
 - GMAL level and comparison to PTAL levels
 - Local car ownership levels
 - Amenity and road safety effects

Accessibility Level

- 4.17 The accessibility of the site has been assessed in Section 4. This shows that the site has the following characteristics and is an accessible location for residential development:
 - Location to the south of the centre of Levenshulme
 - Opportunities for access to lots of amenities in line with '15 minute city' principles
 - Existing walking and cycling infrastructure connecting to key destinations
 - Less than 2 minute walk to existing bus services
 - Less than 5 minute walk to train services
 - A very high GMAL (7)

Comparison of GMAL/PTAL

- 4.18 The London Authorities have the most experience of successfully delivering low car housing across suitable areas of Greater London. The draft London Plan (policy T6) states that low-car development should be the starting point for all new development that is well connected by public transport and that sites with a PTAL of between 5-6 are suitable. A PTAL of 5-6 is the same as a GMAL of 7-8.
- 4.19 The site has a GMAL of 7, showing it is suitable for a reduced level of car parking.

Local Car Ownership & Demand Levels

- 4.20 National research shows that the number of people choosing to live without a car has continued to rise over time, particularly in central areas. Notwithstanding this and to allow a worst-case assessment of the proposal's likely effects, historic Census car ownership data has been examined for the local area.

Household Type	0 Cars	1 Car	2 Cars	Car Ownership Level
Apartments	69%	28%	3%	34%

Table 4.1: Historic Car Ownership Levels
[source: Nomis 2020]

- 4.21 Table 4.1 shows that the majority of apartment dwellers in the area live without car and the area has a car ownership level of 34% for apartments.
- 4.22 The proposal provides 7 parking spaces, an 80% provision. The assessment shows that the level of parking is higher than that needed in the local area and commensurate with the high accessibility level. A reduction in parking level is also in line with MCC's own aspirations for the area set out in the Levenshulme and Burnage Active Neighbourhood, which identifies the location as suitable for increased sustainable trip making and reduced car use. The level of site parking proposed has been agreed as appropriate with MCC. The proposal will also create 2 spaces on street once the existing site access has been closed.
- 4.23 The evidence presented earlier in this section shows that people choose houses based on their individual requirements. The parking provision at the development will be clearly outlined to prospective residents. Residents who own a car will not favour this development if there is no parking space available for them and these residents will be able to choose a more suitable location in the area where a parking space is provided. The development will naturally appeal to prospective residents who have chosen to live in the area so that they do not need to own a car.

Road Safety & Amenity Effects

- 4.24 The assessment shows that the site is located in a very accessible location. It is also shown that the level of parking proposed is in line with local area car ownership levels. Based on this the proposal will not result in overspill parking on adjacent streets.
- 4.25 The proposal will also remove the existing site access on Delamere Road, which will also increase the street parking available thereby improving amenity levels for local residents.

Policy Compliance

- 4.26 Regional and national guidance supports designing places for people, rather than cars, to support active travel and improve local environments. The assessment shows that the site is well suited to a reduced level of parking due to very good accessibility levels and local car ownership levels.
- 4.27 Paragraph 109 of NPPF (2019) states that developments should only be prevented on highway grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe. The proposal accords with NPPF.

5. Conclusions

- 5.1 SK has been appointed to review the parking provision at a residential development that will provide 9 apartments off Delamere Road in Levenshulme.
- 5.2 The assessment has been undertaken using a standard appraisal method that considers various factors that will influence future car ownership levels.
- 5.3 The site is located to the south of the centre of Levenshulme and numerous amenities are located within a 15 minute journey time. The assessment also shows that the site is well located to provide opportunities for access on foot, bike or public transport using existing infrastructure. The site has a very high GMAL level. Measures are included in the proposal to support sustainable trip making, including a level of cycle parking substantially higher than adopted policy requirements.
- 5.4 Road safety patterns have been reviewed and there are no accident hotspots that will impact on access to the site.

- 5.5 The assessment shows that the proposed parking level (80%) is higher than the local area car ownership level (34%) and will therefore not result in resident overspill parking on adjacent streets.
- 5.6 The proposal is shown to meet relevant local and national policy requirements.