

98 Wilmslow Road

Transport Statement Addendum

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1.0 Introduction

1.1 Background & Planning History

- 1.1.1 Curtins has been appointed by Views to provide transport and highways advice in relation to a planning application for a site at 98 Wilmslow Road, Manchester, for the construction of 42no. apartments over four floors, with 4no./6no. ancillary retail/food and beverage units at ground floor level (total of 525m² GFA), with associated residential car and cycle parking.
- 1.1.2 Curtins prepared a Transport Statement (Report Reference: 77540-CUR-XX-XX-T-TP-00001-P05_TS) and Interim Travel Plan (Report Reference: 77540-CUR-XX-XX-T-TP-00002-P03_ITP) in November 2023 to support the planning application (MCC Reference: 138662/FO/2023) which is currently under review by Manchester City Council. This Transport Statement Addendum should be read alongside these reports.
- 1.1.3 As part of the Transport Statement, consideration was given to the existing situation and the on-street parking that takes place on Wilmslow Road and the surrounding streets in the Rusholme area.
- 1.1.4 It was noted that a Residents Parking Zone (RPZ) was due to be implemented and operational in November 2023 – but this was delayed until January 2024.
- 1.1.5 As stated in the Transport Statement, this Addendum has been prepared now that the RPZ is operational and parking surveys have been undertaken.

2.0 Updated Parking Surveys

2.1 Previous Application (May 2022) & November 2023 Application

2.1.1 The Transport Statement for Application Reference 138662/FO/2023 noted that as part of the previous application (MCC Reference: 133748/FO/2022), on-street parking surveys were undertaken on the roads surrounding the Site noting the concerns that Highways held with respect to capacity and significant demand on parking.

2.1.2 The surveys were undertaken on Thursday 8th September and Saturday 10th September 2022 to establish the existing baseline position. The survey was undertaken between the hours of 6am – 11pm on both days; this facilitated analysis of parking requirements of residents and visitors to the area.

2.1.3 **Table 2.1** demonstrates the usage of on-street spaces on Thursday 8th September 2022.

Time	On Street Parking Spaces in Use	% Occupied	Available Spaces
06:00	102	48.3%	109
07:00	99	46.9%	112
08:00	91	43.1%	120
09:00	104	49.3%	107
10:00	126	59.7%	85
11:00	133	63.0%	78
12:00	140	66.4%	71
13:00	155	73.5%	56
14:00	167	79.1%	44
15:00	167	79.1%	44
16:00	171	81.0%	40
17:00	177	83.9%	34
18:00	189	89.6%	22
19:00	208	98.6%	3
20:00	210	99.5%	1
21:00	211	100.0%	0

Time	On Street Parking Spaces in Use	% Occupied	Available Spaces
22:00	221	104.7%	-10
23:00	215	101.9%	-4

Table 2.1 – On-Street Parking Survey (Thursday 8th September 2022)

- 2.1.4 At the start of the Thursday parking survey (6am), 102 on-street spaces (48.3%) were occupied, therefore leaving 109 spaces free.
- 2.1.5 It was considered that most on-street spaces in use are likely to be used by residents who have parked overnight adjacent to their homes and will subsequently depart to their place of work in the hours that follow.
- 2.1.6 This can be seen with the reduction in spaces occupied at 7am, with 99 spaces in use (46.9%) and subsequently at 8am, with 91 spaces in use (43.1% occupied).
- 2.1.7 The survey then sees an increase in usage over the course of the day from 9am, which is likely attributed to the various facilities and amenities such as cafes, restaurants, shops and leisure activities available in the Wilmslow Road area and is therefore likely to be non-residential parking.
- 2.1.8 **Table 2.1** demonstrates the usage of on-street spaces on Saturday 10th September 2022.

Time	On Street Parking Spaces in Use	% Occupied	Available Spaces
06:00	102	48.3%	109
07:00	100	47.4%	111
08:00	105	49.8%	106
09:00	102	48.3%	109
10:00	108	51.2%	103
11:00	100	47.4%	111
12:00	129	61.1%	82
13:00	138	65.4%	73
14:00	152	72.0%	59
15:00	174	82.5%	37
16:00	208	98.6%	3

Time	On Street Parking Spaces in Use	% Occupied	Available Spaces
17:00	207	98.1%	4
18:00	225	106.6%	-14
19:00	242	114.7%	-31
20:00	240	113.7%	-29
21:00	252	119.4%	-41
22:00	257	121.8%	-46
23:00	258	122.3%	-47

Table 2.2 – On-Street Parking Survey (Saturday 10th September 2022)

- 2.1.9 At the start of the Saturday parking survey (6am), 102 on-street spaces were again noted to be occupied (48.3%) – providing more evidence that most on-street spaces in use are likely to be used by residents, given that the same number of parked vehicles at 6am is exactly the same as the Thursday survey.
- 2.1.10 Again, similarly to the Thursday survey, there is a slight reduction in spaces in use during the morning, and then there is an increase in usage over the course of the day. It can be seen from 6pm onwards, there is a significant over-capacity issue, with the maximum parking occurring at 11pm, with 258 cars parked – equating to 122.3% occupancy.
- 2.1.11 It is therefore likely that residents struggle to park in the evenings due to non-residents using the streets for commuter parking and/or using local shops/cafes. The issue with on-street parking therefore appears to be attributed to non-residents.

2.2 Rusholme and Moss Side Residents Parking Zone

- 2.2.1 In January 2024, the Rusholme and Moss Side Residents Parking Zone (RPZ) came into effect; this includes Grandale Street and the surrounding streets of the Proposed Development.
- 2.2.2 MCC noted that the RPZ has been designed to address the following:
- “discourage all-day commuter parking to make it easier for residents to park close to their homes as well as to improve road safety and the flow of traffic; and
 - to ensure that non-residents who wish to park while they visit friends and family and the many businesses and restaurants in the area can do so.”
- 2.2.3 A snapshot of the RPZ in the vicinity of the Site is shown below in **Figure 3.1**.

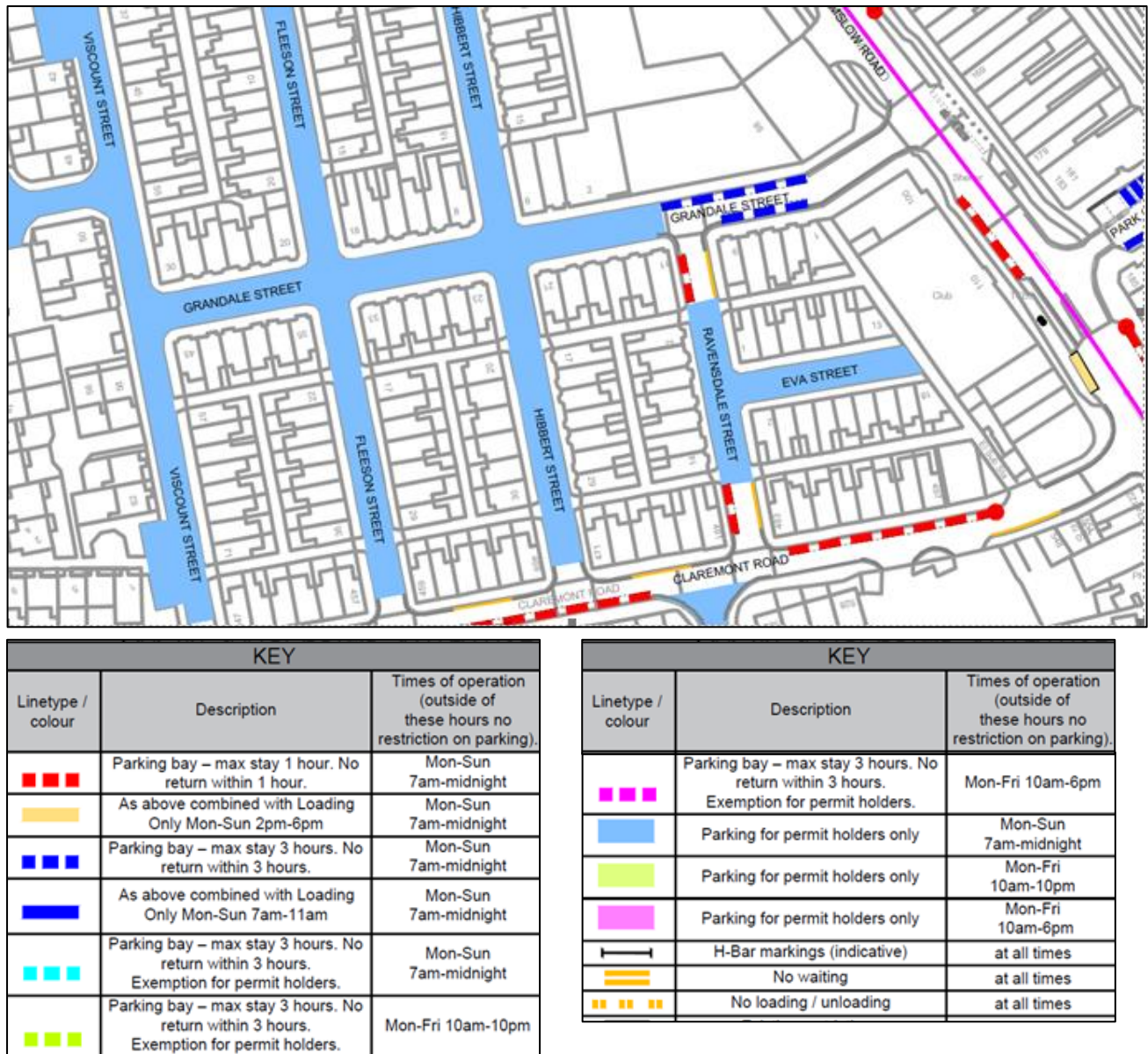


Figure 2.1 – Residents Parking Zone in Rusholme (Operational from January 2024)
(Source: MCC)

- 2.2.4 As shown in **Figure 3.1**, the RPZ includes residents only ‘past this point’ streets (indicated in light blue on the map), where only residents or visitors with permits can park between 7am and midnight, seven days a week.
- 2.2.5 In addition to this, such as on Grandale Street, parking bays have varying maximum duration of stays permitted and with different times of operation for visitors.
- 2.2.6 Permits are made available for all vehicles registered to a property within the scheme area, free-of-charge. Permits are also available for visitors, businesses/business visitors, carers and for those students who require a vehicle for their studies.

February 2024 Parking Surveys

- 2.2.7 On the basis of the RPZ being operational from January, updated parking surveys were undertaken within February to allow sufficient time for residents, visitors and businesses to become accustomed to the restrictions.
- 2.2.8 The surveys were undertaken as per the 2022 surveys; counts were undertaken between the hours of 7am – 11pm on a Thursday (8th February) and a Saturday (3rd February).
- 2.2.9 It should be noted that the parking surveyor noted that there were occasions of illegal parking taking place on both days – and these have been counted within the on-street spaces in use as a robust analysis. Full survey data is included in **Appendix A**.
- 2.2.10 The study area included the following streets as per the 2022 surveys:
- Grandale Street (41 spaces);
 - Ravendale Street (13 spaces);
 - Hibbert Street (41 spaces);
 - Fleeson Street (41 spaces); and
 - Viscount Street/Eva Street (74 spaces).
- 2.2.11 **Table 2.3** demonstrates the usage of on-street spaces on Thursday 8th February 2024.

Time	On Street Parking Spaces in Use	% Occupied	Available Spaces
07:00	95	45.24%	115
08:00	85	40.48%	125
09:00	84	40.00%	126
10:00	96	45.71%	114
11:00	104	49.52%	106
12:00	111	52.86%	99
13:00	113	53.81%	97
14:00	103	49.05%	107
15:00	104	49.52%	106
16:00	119	56.67%	91
17:00	126	60.00%	84

Time	On Street Parking Spaces in Use	% Occupied	Available Spaces
18:00	125	59.52%	85
19:00	138	65.71%	72
20:00	144	68.57%	66
21:00	142	67.62%	68
22:00	137	65.24%	73
23:00	130	61.90%	80

Table 2.3 – On-Street Parking Survey (Thursday 8th February 2024)

2.2.12 At the start of the Thursday parking survey (7am), 95 on-street spaces (45.24%) were occupied, therefore leaving 115 spaces free. This is comparable to the 2022 Thursday surveys, when at 7am, 99 spaces were occupied.

2.2.13 Peak usage is during 20:00 – 21:00 when 144 spaces were occupied – but there were still a further 66 spaces for local residents to utilise.

2.2.14 The difference from the 2022 surveys to the 2024 surveys is summarised in **Table 2.4**.

Time	September 2022 – Pre PRZ Available Spaces	February 2024 – Post PRZ Available Spaces	Difference
07:00	112	115	3
08:00	120	125	5
09:00	107	126	19
10:00	85	114	29
11:00	78	106	28
12:00	71	99	28
13:00	56	97	41
14:00	44	107	63
15:00	44	106	62
16:00	40	91	51
17:00	34	84	50
18:00	22	85	63

Time	September 2022 – Pre PRZ Available Spaces	February 2024 – Post PRZ Available Spaces	Difference
19:00	3	72	69
20:00	1	66	65
21:00	0	68	68
22:00	-10	73	83
23:00	-4	80	84

Table 2.4 – Available Spaces - Thursday (Comparison between pre- and post-RPZ Implementation)

2.2.15 **Table 2.4** demonstrates that there is little variation in on-street parking occupancy at the start of the day – however, there is a large increase in available spaces throughout the afternoon and into the evening.

2.2.16 As previously advised, the pre-RPZ surveys likely accounted for the various facilities and amenities such as cafes, restaurants, shops and leisure activities available in the Wilmslow Road area and usage was likely attributed to be non-residential parking.

2.2.17 On the basis of the weekday surveys, it is considered that there is sufficient capacity to cater for the negligible demand that may be generated by the Proposed Development.

2.2.18 Considering the worst-case scenario of all 42 apartments were to own a car - 15 apartments would utilise the on-site provision with the remaining 27 cars required to park off-site. If these 27 cars were to obtain parking permits to park on the adjacent streets, this would still result in significant spare capacity during the peak period (38 spaces would remain free during 20:00 – 21:00).

2.2.19 **Table 2.5** demonstrates the usage of on-street spaces on Saturday 3rd February 2024.

Time	On Street Parking Spaces in Use	% Occupied	Available Spaces
07:00	88	41.90%	122
08:00	90	42.86%	120
09:00	86	40.95%	124
10:00	85	40.48%	125
11:00	106	50.48%	104
12:00	116	55.24%	94
13:00	128	60.95%	82
14:00	123	58.57%	87

Time	On Street Parking Spaces in Use	% Occupied	Available Spaces
15:00	132	62.86%	78
16:00	137	65.24%	73
17:00	150	71.43%	60
18:00	179	85.24%	31
19:00	182	86.67%	28
20:00	186	88.57%	24
21:00	191	90.95%	19
22:00	191	90.95%	19
23:00	183	87.14%	27

Table 2.5 – On-Street Parking Survey (Saturday 3rd February 2024)

2.2.20 At the start of the Saturday parking survey (7am), 88 on-street spaces (41.90%) were occupied, therefore leaving 122 spaces free. This is lower than the 2022 Saturday surveys, when at 7am, 100 spaces were occupied.

2.2.21 Peak usage is during 21:00 – 23:00 when 191 spaces were occupied – with 19 spaces free.

2.2.22 The difference from the 2022 surveys to the 2024 surveys on the Saturday is summarised in **Table 2.6**.

Time	September 2022 – Pre PRZ Available Spaces	February 2024 – Post PRZ Available Spaces	Difference
07:00	111	122	11
08:00	106	120	14
09:00	109	124	15
10:00	103	125	22
11:00	111	104	-7
12:00	82	94	12
13:00	73	82	9
14:00	59	87	28
15:00	37	78	41
16:00	3	73	70

Time	September 2022 – Pre PRZ Available Spaces	February 2024 – Post PRZ Available Spaces	Difference
17:00	4	60	56
18:00	-14	31	45
19:00	-31	28	59
20:00	-29	24	53
21:00	-41	19	60
22:00	-46	19	65
23:00	-47	27	74

Table 2.6 – Available Spaces - Saturday (Comparison between pre- and post-RPZ Implementation)

- 2.2.23 **Table 2.6** demonstrates that there is again little variation in on-street parking occupancy at the start of the day (as per Thursday) – however, there is a large increase in available spaces throughout the afternoon and into the evening.
- 2.2.24 The pre-RPZ surveys resulted in significantly over-capacity streets, with the period from 6pm onwards showing capacity issues, with the maximum parking occurring at 11pm, with 258 cars parked – equating to 122.3% occupancy and 47 spaces over capacity.
- 2.2.25 During the same period in February, 27 spaces are available to residents – a difference of 74 spaces.

2.3 Summary

- 2.3.1 Based on the updated parking surveys following the RPZ implementation, it is noted that the streets assessed are operating with spare capacity for local residents to use.
- 2.3.2 The previous MCC Highways comment that *“the area being subject to significant demands for parking and no capacity to support any further increase”* does now not appear to be the case following the RPZ becoming operational.
- 2.3.3 The Proposed Development is considered to be providing an appropriate level of car parking to support the development in this location (36% provision – further detailed provided within Section 3 of the Transport Statement - Report Reference: 77540-CUR-XX-XX-T-TP-00001-P05_TS).
- 2.3.4 Furthermore, Views would have no objection for new residents to be excluded from applying for RPZ parking permits. On this basis, the Proposed Development would not intensify the on-street parking situation – and would therefore continue to operate with spare capacity.

- 2.3.5 This approach has been undertaken on recent schemes in Manchester and could be accommodated within a Section 106 agreement for this scheme. For example, the Ancoats Works scheme (Application Reference: 133324/FO/2022) was subject to Section 106 including an obligation to prevent future residents purchasing residents parking permits.

2.4 Proposed Alterations to the Residents Parking Zone

- 2.4.1 As noted within the supporting Transport Statement, 8no. parking bays have been implemented as part of the RPZ adjacent to the Site on Grandale Street (5no. on the northern side of the carriageway and 3no. on the southern side) which are to comprise '3 hours maximum stay', from 7am – Midnight, seven days a week.
- 2.4.2 As part of the proposed access arrangement and loading bay design, up to 5no. '3 hours maximum stay' bays on the northern side of Grandale Street would be required to be removed -and subsequently relocated or revised.
- 2.4.3 Two options have been put forward within the Transport Statement:

Relocation of 5no. bays to the west

- 2.4.4 The 5no. bays could be relocated to a position to the west of the site on Grandale Street, by realigning the point where the 'Residents Only (past this point) Zone' begins, which would result in the loss of c.6no. residents' bays.
- 2.4.5 Based on the analysis in Section 2.2, the loss of c.6no. residents parking bays would not result in any capacity concerns. There is significant spare capacity shown all day on the Thursday - and on the Saturday, **Table 2.5** shows a worst-case of 19 bays available from 22:00 – 23:00.
- 2.4.6 As such, this option is unlikely to result in a detrimental impact to the operation of the RPZ.

Removal of 5no. bays and revision of southern bays on Grandale Street

- 2.4.7 It is noted that elsewhere within the RPZ area, such as sections of Ravensdale Street and Claremont Street, '1 hour maximum stay' bays (operational from 7am – midnight) have been implemented.
- 2.4.8 With consideration given to both types of bays, '1 hour maximum stay' and '3 hour maximum stay' - over a standard day from 7am to midnight, it is noted that the '1 hour maximum stay' bays, which are likely for use of local shops and services, can provide much higher rates of turnover to allow visitors to park.
- 2.4.9 An alternative solution to relocating the northern Grandale Street '3 hours maximum stay' bays to the west and therefore losing 6no. residents parking bays, would be to remove the northern bays without

relocating them - and converting the 3no. '3 hours maximum stay' bays on the southern side of Grandale Street to '1 hour maximum stay' bays.

2.4.10 For example, if the proposed 8no. '3 hours maximum stay' bays on Grandale Street were full all day, this would allow 48 cars to park during the 7am – midnight period.

2.4.11 However, if the 5no. bays on the northern side of the carriageway were removed and the 3no. southern bays were converted to '1 hour maximum stay' bays, this would provide capacity for 51 cars throughout the day – albeit with a reduced permitted parking period.

Conclusion

2.4.12 Both options remain suitable and acceptable following a review of the updated parking survey data to facilitate the proposed vehicular access and loading bay.

2.4.13 Should the Proposed Development be approved, any proposed changes to the RPZ would be discussed and agreed with MCC and undertaken via a Section 278 Agreement.

Appendix A – Parking Survey Data (February 2024)

Thursday 8th February 2024

time	Grandale St				Viscount St			
	Spaces	Cars Parked	Spaces Available	Illegally parked cars. Not parked in parking bays, so no reduction in the number of parking spaces available.	Spaces	Cars Parked	Spaces Available	Illegally parked cars. Not parked in parking bays, so no reduction in the number of parking spaces available.
07:00	41	23	18	0	74	27	47	0
08:00	41	21	20	0	74	22	52	0
09:00	41	24	17	0	74	19	55	0
10:00	41	29	12	0	74	21	53	0
11:00	41	31	10	1	74	26	48	0
12:00	41	33	8	3	74	22	52	0
13:00	41	31	10	4	74	25	49	0
14:00	41	35	6	2	74	24	50	0
15:00	41	33	8	5	74	22	52	0
16:00	41	34	7	4	74	28	46	0
17:00	41	33	8	2	74	32	42	0
18:00	41	33	8	3	74	32	42	0
19:00	41	32	9	4	74	39	35	0
20:00	41	37	4	5	74	45	29	0
21:00	41	37	4	6	74	43	31	0
22:00	41	34	7	3	74	44	30	0
23:00	41	32	9	5	74	38	36	0

Thursday 8th February 2024

Fleeson St

time	Spaces	Cars Parked	Spaces Available	Illegally parked cars. Not parked in parking bays, so no reduction in the number of parking spaces available.
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07:00	41	25	16	0
08:00	41	23	18	0
09:00	41	20	21	0
10:00	41	23	18	0
11:00	41	23	18	0
12:00	41	24	17	0
13:00	41	23	18	0
14:00	41	16	25	0
15:00	41	16	25	0
16:00	41	22	19	0
17:00	41	20	21	0
18:00	41	19	22	0
19:00	41	24	17	0
20:00	41	24	17	0
21:00	41	24	17	0
22:00	41	23	18	0
23:00	41	25	16	0

Hibbert St

Spaces	Cars Parked	Spaces Available	Illegally parked cars. Not parked in parking bays, so no reduction in the number of parking spaces available.
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41	18	23	0
41	16	25	0
41	15	26	0
41	15	26	0
41	15	26	0
41	21	20	1
41	23	18	0
41	17	24	0
41	21	20	0
41	24	17	0
41	30	11	0
41	30	11	0
41	32	9	0
41	27	14	0
41	27	14	0
41	25	16	0
41	23	18	0

Thursday 8th February 2024

Ravensdale St

time	Spaces	Cars Parked	Spaces Available	Illegally parked cars. Not parked in parking bays, so no reduction in the number of parking spaces available.
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07:00	13	2	11	1
08:00	13	3	10	1
09:00	13	6	7	1
10:00	13	8	5	1
11:00	13	9	4	1
12:00	13	11	2	3
13:00	13	11	2	2
14:00	13	11	2	1
15:00	13	12	1	4
16:00	13	11	2	3
17:00	13	11	2	3
18:00	13	11	2	4
19:00	13	11	2	4
20:00	13	11	2	4
21:00	13	11	2	4
22:00	13	11	2	2
23:00	13	12	1	4

Total

Spaces	Cars Parked	Spaces Available	Illegally parked cars. Not parked in parking bays, so no reduction in the number of parking spaces available.
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210	95	115	1
210	85	125	1
210	84	126	1
210	96	114	1
210	104	106	2
210	111	99	7
210	113	97	6
210	103	107	3
210	104	106	9
210	119	91	7
210	126	84	5
210	125	85	7
210	138	72	8
210	144	66	9
210	142	68	10
210	137	73	5
210	130	80	9

Saturday 3rd February 2024

time	Grandale St				Viscount St			
	Spaces	Cars Parked	Spaces Available	Illegally parked cars. Not parked in parking bays, so no reduction in the number of parking spaces available.	Spaces	Cars Parked	Spaces Available	Illegally parked cars. Not parked in parking bays, so no reduction in the number of parking spaces available.
07:00	41	17	24	0	74	27	47	0
08:00	41	20	21	1	74	26	48	0
09:00	41	19	22	0	74	24	50	0
10:00	41	24	17	1	74	21	53	0
11:00	41	32	9	2	74	24	50	0
12:00	41	35	6	3	74	28	46	0
13:00	41	35	6	5	74	33	41	0
14:00	41	36	5	1	74	32	42	0
15:00	41	36	5	3	74	37	37	0
16:00	41	37	4	3	74	42	32	0
17:00	41	37	4	4	74	46	28	0
18:00	41	38	3	8	74	57	17	0
19:00	41	41	0	7	74	66	8	1
20:00	41	39	2	4	74	63	11	1
21:00	41	40	1	5	74	66	8	0
22:00	41	40	1	8	74	69	5	0
23:00	41	39	2	7	74	63	11	0

Saturday 3rd February 2024

Fleeson St

time	Spaces	Cars Parked	Spaces Available	Illegally parked cars. Not parked in parking bays, so no reduction in the number of parking spaces available.
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07:00	41	25	16	0
08:00	41	24	17	0
09:00	41	24	17	0
10:00	41	23	18	0
11:00	41	24	17	0
12:00	41	24	17	0
13:00	41	25	16	0
14:00	41	21	20	0
15:00	41	22	19	0
16:00	41	20	21	0
17:00	41	26	15	0
18:00	41	36	5	1
19:00	41	32	9	0
20:00	41	33	8	0
21:00	41	34	7	0
22:00	41	34	7	1
23:00	41	34	7	2

Hibbert St

Spaces	Cars Parked	Spaces Available	Illegally parked cars. Not parked in parking bays, so no reduction in the number of parking spaces available.
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41	15	26	0
41	16	25	0
41	15	26	0
41	13	28	0
41	18	23	0
41	18	23	0
41	24	17	0
41	24	17	0
41	26	15	0
41	27	14	0
41	30	11	1
41	37	4	1
41	31	10	1
41	39	2	2
41	38	3	1
41	36	5	0
41	34	7	1

Saturday 3rd February 2024

Ravensdale St

time	Spaces	Cars Parked	Spaces Available	Illegally parked cars. Not parked in parking bays, so no reduction in the number of parking spaces available.
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07:00	13	4	9	0
08:00	13	4	9	0
09:00	13	4	9	0
10:00	13	4	9	0
11:00	13	8	5	1
12:00	13	11	2	2
13:00	13	11	2	2
14:00	13	10	3	2
15:00	13	11	2	3
16:00	13	11	2	5
17:00	13	11	2	1
18:00	13	11	2	3
19:00	13	12	1	6
20:00	13	12	1	7
21:00	13	13	0	5
22:00	13	12	1	7
23:00	13	13	0	7

Total Streets

Spaces	Cars Parked	Spaces Available	Illegally parked cars. Not parked in parking bays, so no reduction in the number of parking spaces available.
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210	88	122	0
210	90	120	1
210	86	124	0
210	85	125	1
210	106	104	3
210	116	94	5
210	128	82	7
210	123	87	3
210	132	78	6
210	137	73	8
210	150	60	6
210	179	31	13
210	182	28	15
210	186	24	14
210	191	19	11
210	191	19	16
210	183	27	17

OUR LOCATIONS

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bristol@curtins.com

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Cambridge
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cambridge@curtins.com

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