APPLICATION FOR PROPOSED EXTENSION TO UNITED SHALOM PENTECOSTAL CHURCH, FLOATSHALL ROAD, WYTHENSHAWE

CAR PARK MANAGEMENT PLAN

AMNI TRANSPORTATION

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Table of Contents

1.0	Introduction and Background	4
2.0	Site Location and Operation	4
3.0	Existing Characteristics	5
4.0	Proposed Development	5
5.0	Car Park Management Plan	6
6.0	Car Park Management Plan Objectives and Indicators	7
7.0	Car Park Management Plan Implementation and Monitoring	10
8.0	Summary and Conclusions	10

Appendices

Appendix A Proposed Site Plan

List of Figures

Figure 1 - Proposed Site Plan and Car Park Layout 6

APPLICATION FOR PROPOSED EXTENSION TO UNITED SHALOM PENTECOSTAL CHURCH, FLOATSHALL ROAD, WYTHENSHAWE

CAR PARK MANAGEMENT PLAN (CPMP)

1.0 Introduction and Background

1.1 This Car Park Management Plan (CPMP) has been produced to support an application to extend the United Shalom Pentecostal Church located at 89 Floatshall Road, Wythenshawe, M23 1JB (the site). The Church building is located on the south side of Floatshall Road, Wythenshawe (139359/FO/2024 refers). This CPMP is an integral part of the Travel Plan for the Church. This CPMP should be read in conjunction with the Travel Plan for the Church.

1.2 The main objective of the CPMP is to encourage car sharing for visits to the Church so that the impact of car travel can be minimised. Like the Travel Plan, the CPMP will seek to minimise the number of single occupant car trips to the church. The CPMP will manage the demand for car travel to the Church with the aim of minimising the impact of car travel at the Church, in the local streets adjacent to the Church and on the local highway network.

1.3 The following Sections describe the analysis and assessment undertaken as follows :-

- Section 2 site location
- Section 3 existing site characteristics
- Section 4 development proposals
- Section 5 Car Park Management Plan approach
- Section 6 Car Park Management Plan objectives and indicators
- Section 7 Travel Plan implementation and monitoring
- Summary and conclusions.

2.0 Site Location and Operation

2.1 The United Shalom Pentecostal Church is located off Floatshall Road in Wythenshawe. The Church is located in a residential area on the south side of Floatshall Road.

2.2 The Design and Access Statement confirms that the United Shalom Pentecostal Church has grown to establish six churches within England and Scotland.

2.3 Services and Activities at the Church

2.4 The main regular activities undertaken at the Church are :

- Sunday service and Sunday school which operate from 9.30/10.30am to 1.30pm. The Church has confirmed this is the busiest service / activity.
- Saturday service with a local food bank in operation from 4.00pm to 6.30/7.00pm.

- Evening events are very infrequent.
- Family get together events on 3 to 4 times per year
- Fasting and prayer sessions one or two times per year with 3 services per day.
- Weddings, funerals and other life events which are held infrequently throughout the year. The Church has confirmed that no weddings or funerals have been held at the Church and outside venues will be hired with greater capacity.
- Afternoon sessions from 2.00pm until 5.30/6.00pm for children during the summer holidays. Children will be dropped off and then collected later.

2.5 Operational Management

2.6 The United Shalom Pentecostal Church formed an executive body and nominated members from local churches for the smooth running of the activities of the church. The executive body oversee the organisation, management and planning for the United Shalom Pentecostal Church. The caretaker is in attendance when the Church is open to ensure access into the building is available and that it is locked up later.

2.7 This Car Park Management Plan and a Traffic Management/Event Management Plan (TMEMP) have been produced to supplement the Travel Plan (TP). The CPMP is integral to the Travel Plan and should be read in conjunction with it.

3.0 Existing Characteristics

3.1 The Travel Plan describes the local infrastructure and different means of access to the Church. The CPMP focus on the local parking facilities at the site and nearby.

3.2 Site Access

3.3 The existing access to the site is a shared access off Floatshall Road serving the church car park to the east of the access with 10 car parking spaces and is located in front of the church building and parking for the adjoining bungalows to the west.

3.4 Parking Facilities

3.5 The car park at the Church can accommodate 10 vehicles.

3.6 Parking on-street is generally unrestricted except when denoted by the zig zags at the crossing located almost directly in front of the Church, bus stops, directly on junctions and across driveways.

4.0 Proposed Development

4.1 The application seeks consent for the demolition of the existing single storey entrance to the United Shalom Pentecostal Church and the construction of a two storey side extension and a single storey infill extension to the rear at United Shalom Pentecostal Church, Floatshall Road, Manchester, M23 1JB. The application also seeks consent for off street parking on an extended car park in front of the building accessed from the existing access and increasing car parking space from 10 to 28.

4.2 Vehicular Access

4.3 Access into the development site is proposed to be served by the existing, established access onto Floatshall Road, Wythenshawe.

4.4 **Appendix A** contains the proposed site layout.

4.5 Car Parking

4.6 The scheme proposes a new car which has 28 spaces marked out. This car park is planned to be constructed on the grassed area to the front of the Church should planning permission be granted. Figure 1 below provides the proposed car parking plan for the proposed extension.

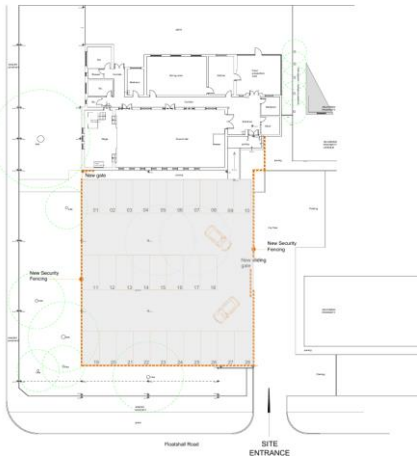


Figure 1 - Proposed Site Plan and Car Park Layout

5.0 Car Park Management Plan

5.1 Local Authority Guidance describes the reasons for implementing a CPMP, the benefits and the stages to go through to implement and monitor a CPMP.

Why implement a Car Park Management Plan?

5.2 A car park management plan (CPMP) can be an integral part of encouraging sustainable travel and ensuring the best use is made of available car parking spaces at your organisation. For most businesses, this involves weighing up the parking needs of the organisation, workforce and visitors or customers, against the availability and cost of parking spaces at your disposal.

5.3 Do I need a Car Park Management Plan?

5.4 If your organisation is struggling to accommodate all the vehicles brought on site by staff, visitors or customers then a CPMP should be an essential part of your business strategy. Businesses typically react to car parking pressure by looking at how to increase spaces, but this is not always possible and may only delay the problem, rather than resolve it. Even if your organisation has no specific issues with parking availability, it can be a good way to put land to better use, or to encourage staff to travel more sustainably.

Benefits

5.5 There are a number of benefits associated with implementing a CPMP:

- Raise revenue: charging for parking generates money that can be spent on improving sustainable travel facilities and offering greater travel choices
- Reduce your overheads: costs for one parking space typically start from £400 per year
- Improve business efficiency: your organisation will benefit by ensuring there are spaces available for visitors, customers and suppliers and ensuring that those who need their vehicle can find somewhere to park
- Maximise land values: car parking spaces might be worth more if the space is used differently
- Prioritise essential users: with more flexibility, you can offer reserved spaces for those who need them or as an incentive for sustainable travel - car sharers, pool cars, fleet vehicles etc.

5.6 The Guidance indicates a number of stages to establishing a CPMP

- Stage 1 Set up a working group
- Stage 2 Data analysis
- Stage 3 Consider options
- Stage 4 Consultation / engagement
- Stage 5 Finalise the CPMP
- Stage 6 Implementation
- Stage 7 Monitor and Review

6.0 Car Park Management Plan Objectives and Indicators

6.1 Objectives are required to give the Car Park Management Plan a direction and focus. The objectives of the CPMP are :-

- To improve access and provide safe access to the site by a car, taxi and other vehicles;
- To ensure vehicular travel does not have an adverse impact on people travelling by other modes such as walking, cycling and public transport;
- To manage the demand for car parking;
- To ensure that people travelling by car to the Church do not have a detrimental impact on local streets;
- To ensure car travel associated with visits to the Church is undertaken in a safe and considerate manner; and
- To minimise traffic generation on the local road network.

6.2 The above Objectives focus on the management and access by vehicles but the CPMP is an integral part of the Travel Plan so objectives in the Car Park Management Plan will be linked including :

- To maximise the proportion of Church members travelling to and from the site by sustainable modes, for example, public transport, walking and cycling;

- To provide information regarding the choice of alternative transport modes available;
- To promote healthy lifestyles and a sustainable vibrant community i.e. through raising awareness of the environmental and health benefits of using more sustainable modes of transport;

6.3 The United Shalom Pentecostal Church has six churches within England and Scotland and due to the limited number of Churches then the congregation would be expected to be drawn from a wider area. The Travel Survey of the congregation confirmed that some of the congregation travel around 20 miles or so to visit the church and some live in much closer proximity.

6.4 The Travel Survey confirmed that the main method of travel to the church is by car but the majority of the congregation travel by car sharing. The travel survey confirmed a vehicle occupancy of 3.8 persons per car. The travel survey of the congregation has shown that there is a strong propensity for car sharing when travelling to the Church. The travel survey also showed that a number of people travelled together by taxi drop-off to visit the Church.

6.5 With the main service being on Sunday and the distance that some of the congregation travel then it is not unexpected that much of the congregation will travel by car, especially when public transport would require split journeys and Sunday services on public transport are less frequent.

6.6 It should be recognised that an aspect of travel planning is to reduce single car occupant journeys and encourage car sharing. It is clearly evident that the Church congregation is fully embracing car sharing when visiting the Church.

6.7 Travel Plan Targets

6.8 Targets are measurable goals which are set to assess whether the objectives have been achieved. Targets should be SMART (Specific, Measurable, Achievable, Realistic, Time-bound).

6.9 The Travel Plan establishes targets for travel to and from the Church. The CPMP will be linked to the travel plan targets and monitored through the Travel Plan.

6.10 Car Park Management Plan Measures

Travel Plan Co-ordinator (TPC)

6.11 The CPMP is an integral part of the Travel Plan at the Church and both the Travel Plan and CPMP will be actively managed by the TPC. As stated in the Travel Plan, the executive body will appoint the TPC to undertake the management and delivery of the Travel Plan and CPMP measures.

Code of Conduct

6.12 The Church will adopt a code of conduct for travel by car to the Church. Features of the Code of Conduct will include :

- The key aspect will be to encourage use of the Church car park; and
- Encourage the continued and increased use of car sharing.

6.13 When church car park is full then visitors will be encouraged to :

- Use the alternative car parking that the Church advises;
- Parking in a courteous, considerate and safe manner;
- Do not park in a way that would result in a hazard to pedestrians, cyclists or other road users;
- Do not park at junctions; and
- Do not park at driveways or in a manner that would restrict access into and out of a driveway.

6.14 The Code of Conduct will be reviewed periodically particularly following any lessons learnt following events held at the Church. The Code of Conduct will be communicated to all the congregation and any updates to it.

Church Communications

6.15 The Church will communicate with the congregation on the importance the impact that car travel can have on the local streets and the wider road network.

Marshalling of the Car Park

6.16 The executive body will appoint a number of marshalls and arrange for their regular training. Duties of the marshalls will include the directing of cars into parking spaces on the car park. The marshalls will manage arrivals of cars by filling in each car space in order. These measures will reduce the need for travelling within the car park to find a space and reduce the potential for waiting to access the car park during busy arrival periods. The marshalls will ensure that the drop-off zone located directly outside the Church is kept free from parked cars so that vehicles can pull up to drop-off passengers and then turnaround within the site then leave in forward gear.

6.17 The marshalls will also place out ‘car park full’ signs when the car park reaches its capacity. If other vehicles arrive when the car park is full the marshalls will direct cars to convenient alternative places to park.

6.18 For any additional off-site car parking that the Church secures the use of, the Church will arrange for marshalls to be present at that site to direct, control and manage car access and car parking.

Allocation of Car Parking Spaces

6.19 A CPMP would typically allocate a number of spaces to those arriving as car share. As the majority of vehicles are occupied by more than one person, as confirmed in the recent Travel Survey, the CPMP does not foresee a need to allocate car parking for car sharing.

6.20 The CPMP will explore the need to reserve spaces ion the car park depending on circumstance which could allocate spaces to people that are infirm and those with a blue badge.

Off-Site Car Parking

6.21 The Church, via the TPC, will explore the potential to secure on either a regular or ad-hoc basis the use of off-site car parking possibly at nearby schools or community facilities. Should these investigations prove positive then the off-site car parking provision, location and times of when it can be used will be communicated.

Promoting sustainable travel

6.22 The executive body of the Church will promote sustainable travel as the preferred method of travel to the site.

Car Sharing

6.23 Car sharing opportunities will be promoted to new Church members, as the present Church members have a good habit of car sharing. The TPC could explore opportunities to wider vehicle sharing possibly through the use of mini-bus hire.

Church members Travel Survey

6.24 The executive body, via the TPC, will undertake further travel surveys of Church members to assess how they are travelling to and from the site. The survey will also ask questions on the method of travel for Church members and will also request information on car parking locations for Church members that travel by car. The travel survey results will be reported through updates to the Travel Plan.

7.0 Car Park Management Plan Implementation and Monitoring

7.1 A Car Park Management Plan has been produced but it is important to set out how it can be implemented once the occupation of the extended building starts to take place. The Car Park Management Plan is an integral part of the Travel Plan for the Church and will follow the same Implementation Plan. The CPMP will be managed by the Travel Plan Co-ordinator (TPC) when developing the full Travel Plan. The Implementation Plan is set out within the Travel Plan.

7.2 The monitoring regime for the CPMP will be undertaken through the Travel Plan. The Travel Plan explains the regime for monitoring of the various activities.

8.0 Summary and Conclusions

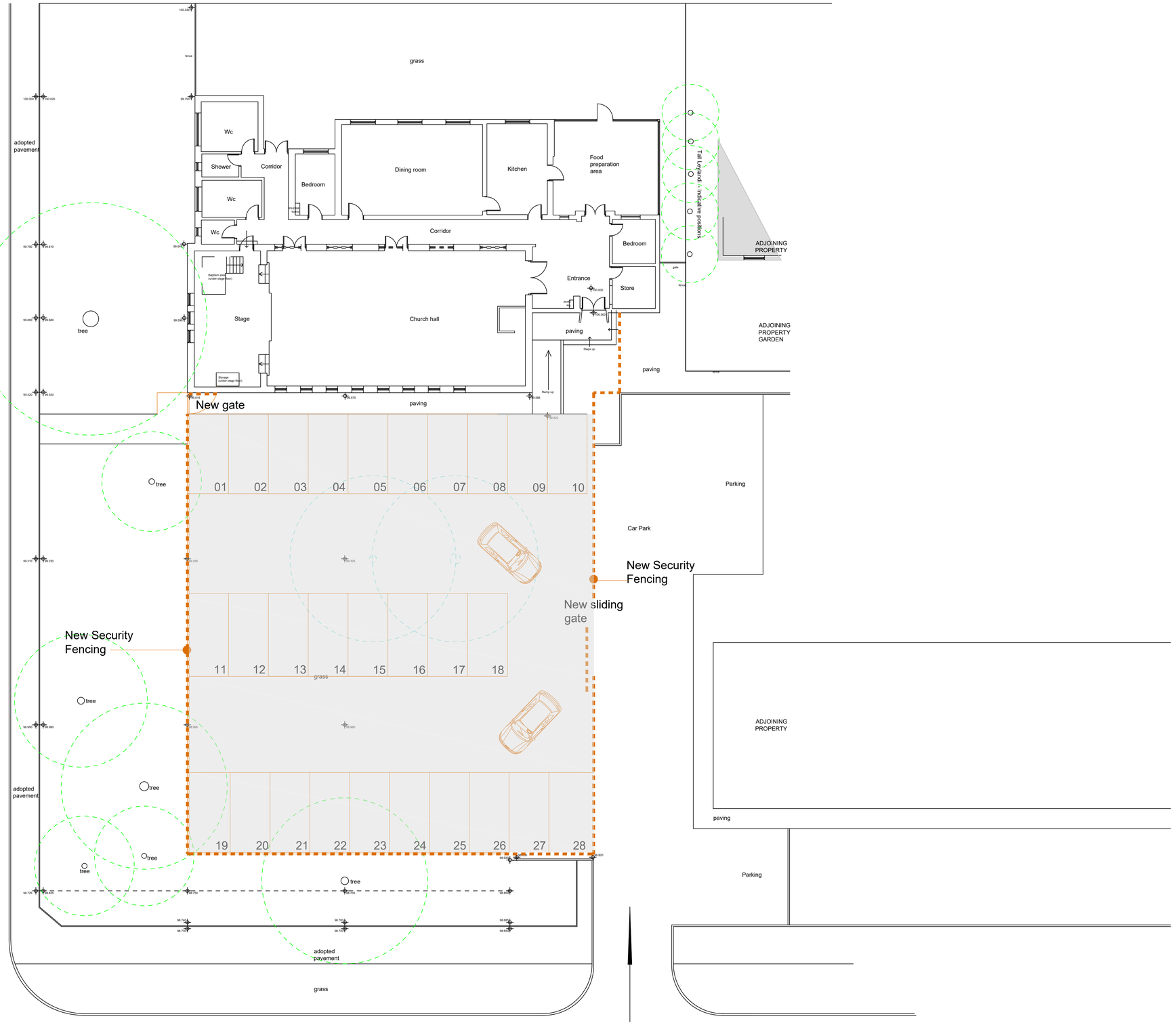
8.1 This Car Park Management Plan has been produced to support an application to extend the United Shalom Pentecostal Church located at 89 Floatshall Road, Wythenshawe, M23 1JB (the site) (139359/FO/2024 refers). The Church building is located on the south side of Floatshall Road, Wythenshawe. This CPMP is an integral part of the Travel Plan and should be read in conjunction with it.

8.2 The Travel Plan seeks to encourage sustainable travel methods and reduce single occupant vehicle trips to the Church. The congregation is drawn from a wide area and with some of the congregation travelling as family groups, travel by sustainable methods may not be convenient. This is why a robust and effective CPMP will be necessary to manage the car travel for the existing congregation and the expanding congregation.

8.3 The CPMP describes the measures that will be undertaken by the Church to actively and effectively manage car traffic at and to / from the Church. The CPMP is considered to provide a robust set of measures to actively manage car travel for regular activities at the Church such as the services on Sunday and the less busy service on Saturday. The principles and measures within this CPMP will also be important for the effective management and control of any ad-hoc events that would happen infrequently. This CPMP is an integral part of the Travel Plan and will utilise a Traffic Management and Event Management Plan that will manage these other activities.

Appendix A

Scheme 7



Oakmoor Road

Creation of 28no parking spaces in new car park. Requires the removal of only 2 trees.

Proposed Site Plan - Scheme 7

Notes

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All dimensions are to be checked on site prior to construction, manufacture of any components and ordering of materials and equipment.

Any discrepancies are to be reported to the architect for clarification.

All materials and workmanship to be in accordance with the current British Standards and codes of practice.

Rev	Date	Drawn by	Comments

Client

United Shalom Pentecostal Church

Project

Proposed Creation of Car Parking
89 Floatshall Rd, Wythenshawe

Drawing

Proposed Car Parking - Scheme 7

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