



TRAFFIC + TRANSPORTATION

THE DATA COLLECTION SPECIALISTS

**46552 – 10 Ellesmere Road
Parking Survey and
Transport Statement**

**Wednesday 21st April &
Thursday 22nd April 2021**

Ian Millership



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1. Data Quality Assurance:

Data Revision: Rev. 1

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2. Method of Survey:

PARKING SURVEY:

2.1 The numbers of vehicles parked within 200m walking distance of your development on Ellesmere Road, Chorlton, were recorded manually by our enumerator.

2.2 A record was made of the number of available car parking spaces on each road, and parking stress tables were then produced. The survey was carried out in the following locations (see Appendix 1):

1. Ellesmere Road
2. Ellesmere Road South
3. Chandos Road to house no. 11
4. Chandos Road South to house no.2
5. Egerton Road North to Silverdale Road
6. Egerton Road South to house no. 187
7. Wilbraham Road between Wilbraham Surgery and St Werburgh's Road

2.3 An inventory was made identifying the number of available car parking spaces on each road, along with parking restrictions, and the length of parking available has been produced.

2.4 Data was collected between 00:00 - 05:00 on two consecutive nights, Wednesday 21st and Thursday 22nd April 2021. This was a period when schools were operating and all non-essential shops had reopened, but foreign travel restrictions and most social distancing remained in place.

2.5 The results have been provided in an Excel spreadsheet (see Appendix 2)

2.6 Photographs were taken, the principal one being attached as Appendix 3. Other photographs were similar to the Streetview coverage of this area.

3. Incidents Encountered During Surveys:

3.1 There were no significant events or unforeseen circumstances to affect the results of the surveys. It is noted that the survey was undertaken towards the end of the main English lockdown period, after most non-essential shops had reopened, but in advance of the reopening of pubs and restaurants for internal patrons.

4. Weather Conditions:

4.1 It was dry and clear during the survey time.

5. Planning Policy Background

5.1 Manchester City Council produced a "Manchester Residential Quality Guidance" (MRQG) document in March 2017 (Version 01). This tailors national guidance on the whole range of planning for developments to a local appropriate level. This Guidance was produced with the ambition, spirit and delivery of the Manchester Strategy, 2016 at its heart. A key aim is to encourage forward thinking incorporating the most appropriate and up to date technologies to significantly reduce emissions. However, the exercise must not be seen as purely 'tick-box' but must demonstrate in each case an understanding of the fundamental interwoven components of overall design, facilitating productive working with the City Council to deliver the best results in interests of its current and future citizens.

5.2 Prior to this guide, Manchester had adopted the London Housing Design Guide in March 2015 as an interim measure, principally relating to room space standards (Appendix 1 of the MRQG). However the MRQG provides a more complete picture of the needs for development.

5.3 MRQG recognises the growing need for accommodation for sale or rent. It also accepts the document is Guidance cross referencing not replicating existing policy and regulations. However, these are to be seen as the baseline minimum requirements and mandatory standards. In some cases there are more general criteria set against which there are less defined answers and not just one way of doing things. MRQG is made up of nine components under the 'Make it..' banners. An increase in density is encouraged where there is good public transport connectivity.

5.4 Residential developments should offer the opportunity to bring neighbours together whilst respecting privacy and personal territory and avoiding loitering.

5.5 Providing sufficient car parking in an appropriate manner is important in ensuring cars do not dominate the street (p87). The correct facilities should be in place to make cycling convenient, safe and practical, ensuring protected and safe storage.

5.6 Page 90 of MRQG provides guidance on parking. This suggests apartment development needs to provide full parking provision, but allows for reduced parking provision in a number of cases:

- If additional secure cycle parking in excess of the 50% provision is possible
- Sufficient off-site capacity within 5 minutes' walk
- Designated on-street parking provision
- Or if it is demonstrated that provision of full parking will unacceptably compromise the development active frontage
- Provision of robust research and market evidence demonstrating lower levels of parking are appropriate for a specific scheme

Further specific details are not provided within this document

5.7 The Core Strategy Development Plan document was adopted on 11th July 2012. This applies from 2012 to 2027. Chorlton is part of South Manchester. About a third of the Manchester population are in this part of the City.

5.8 Policy S03 Housing encourages a good range of high quality housing including affordable options. Para 8.76 confirms that the South Manchester area provides a significant workforce for the City. It is considered the only area in the City that currently offers the opportunity to attract and retain a significant number of higher income groups. The area also includes the University Hospital South Manchester which is seen as an important employment and development hub.

5.9 Policy SO3 objective 3 seeks a significant increase in high quality housing provision at sustainable locations, and speaks of a diversification of housing offer. Policy H6 covers South Manchester including provision for housing meeting identified shortfalls. Policy H11 covers houses in multiple occupation (HMO).

5.10 Policy DM1 covers how developments should have regard to specific issues including traffic generation, vehicular access and parking, and overall access issues. Reference is made to the Design For Access 2 document (DAF2) ensuring accessible environments and buildings are created.

5.11 Appendix B discusses parking standards. Standards for disabled people, cycle and motorcycle parking are minimums whilst those for car parking are maximums that can be reduced given accessibility considerations. Table 15.1 covers non-residential parking standards.

5.12 The current standard for Manchester suburbs is therefore based on the principles outlined in para 5.6 above.

5.13 On this basis the worst case would be adding a one-bed flat would add need for one extra vehicle parking space.

6. Description of area

6.1 Ellesmere Road forms a priority junction with Wilbraham Road (A6010). It is a cul-de-sac ending at the South West Manchester Cricket Club (which has its own large car park within its curtilage). The road is just over 150m long.

6.2 Ellesmere Road is entirely residential. Nine of the other houses within the Road are now converted to apartments. Seven are five-apartment, one four and one 3-bed together with the current property that has three apartments (two one-bed and one 2-bed).

6.3 The nearest shop is a Morrison's store about 0.2 miles away, with several Tesco Express stores within half a mile. A primary school is about 0.43 miles away with senior schools around half a mile away. The nearest hospital is 0.68 miles away. A wide range of other shops are located on Wilbraham Road near to the Morrison's store.

6.3 The nearest bus stops are on Wilbraham Road, just under 200m away, with services 84A, 85, 85A and 150.

6.4 Trafford Park railway station is 1.9 miles away with Deansgate 2.25 miles.

6.7 A check was made to identify the level of non-car ownership in this area. The latest information is available mainly from the 2011 census for area E00026856 (plan below)

6.8 This area includes all of Ellesmere Road (31 houses), Chandos Road and houses 2-30 in Egerton Road North.

6.8 The area covered has 153 household spaces. Estimated levels of car ownership are around 1.13 cars per household with 27% of households in that area having no car available. 43% of households have one car.

6.9 The current property has three flats, two 1-bed and one 2-bed. There are two off-road parking spaces provided on the frontage.

7. Formal Kerbside markings

7.1 Ellesmere Road only has double yellow lines at the very beginning near its junction with Wilbraham Road.

7.2 Most of the houses along the road have their own off-street parking spaces. Many, but not all of these, have dropped kerbs protected by advisory white no parking lines.

7.3 The road is lined by small trees. It is also wide enough for cars to park either side of the road and still allow traffic through, although passing opposing vehicles would be difficult if there was a car either side but not necessarily impossible.

7.4 Our parking survey also noted the following current provision in terms of parking spaces.

7.5 Ellesmere Road has 21 spaces on its eastern side and 23 on the western. There are additionally 11 dropped kerbs on the east and nine on the west. Only the junction with Wilbraham Road sees a small section of double yellow lines protecting the junction.

7.6 The section of Ellesmere Road South reviewed had a similar layout to Ellesmere Road with double yellow lines only at its junction with Wilbraham Road plus 18 spaces on the east, 17 on the west and 9 and 10 dropped kerb spaces in addition.

7.7 The section of Chandos Road again followed a similar pattern with 10 east side, 8 west side and 4/6 dropped kerbs respectively

7.8 Chandos Road South for the section reviewed had five east, 4 west and 2/3 dropped kerbs

7.9 Egerton Road for the section reviewed had eight east side, 8 west side and five/three dropped kerbs additional.

7.10 The section of Egerton Road South reviewed had five east, four west and one/two dropped kerbs

7.11 Wilbraham Road between the Surgery and St Werburgh's Road had longer sections of double yellow line around the Egerton Road junctions. At the St Werburgh's Road end there is a pedestrian crossing, and a bus stop is on the north side near Chandos Road. The north side has 21 spaces plus eight dropped kerbs in addition, the south side has 25 spaces and seven dropped kerbs.

8. Proposed Development

8.1 The proposal is to convert the currently unused basement into an additional 4th flat which will have a single bedroom.

8.2 Associated with the addition of this extra flat will be revising the frontage to allow a third off-street parking space within the curtilage of the property.

8.3 This extra space will not reduce the available parking spaces on Ellesmere Road since the off-street spaces already have dropped kerb provision which extends along to include similar provision for 12.

9. Review of Available Parking:

9.1 Ellesmere Road on the Wednesday night saw 62% of available spaces used on the eastern side and 91% on the western side. The proposed development is on the eastern side of the Road. None of the dropped kerb spaces saw any parking across them. In total there were ten directly available parking spaces free. The eastern value was the same on the Thursday night with the western value slightly lower at 87%. This provide eleven spaces available.

9.2 Parking in the other roads reviewed on the Wednesday night did not exceed 88% of use of available spaces and in many cases was much lower. There were only a few cases where people parked over dropped kerbs and in the case of Wilbraham Road no vehicles parked overnight on street. On the Thursday there was one vehicle parked overnight on Wilbraham Road and ranges between 25% and 100% otherwise – with the only location with all parking used being Chandos Road South, western side although this was only four spaces.

9.3 Overall, there is more than adequate available parking space not only within Ellesmere Road but also within all other nearby roads.

9.4 This is confirmed by the lack of any parking across dropped kerbs or on other restricted parking areas that might suggest pressure on parking spaces in the area.

10. Conclusions

10.1 The proposal seeks to add an extra parking space on the frontage and should not therefore lead to any extra demand for on-street spaces.

102. Further, the parking survey shows that there are more than enough overnight parking spaces to cover any visitor vehicles or to allow those not wishing to use the frontage to park on-street (which is very unlikely given the added security of using an off-street space).

10.3 In conclusion, there is ample on-street parking currently available to meet the requirements of the new development and the provision of the off-street extra space meets the additional requirement without reducing on-street spaces.