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PROPOSED MIXED-USE REDEVELOPMENT

Swallow Street, Levenshulme, Manchester

Technical Note 01

Prepared on behalf of:

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CONTENTS

1.0	INTRODUCTION	1
1.1	Preamble	1
1.2	Report Structure	1
2.0	EXISTING CONDITIONS.....	2
2.1	General.....	2
2.2	Local Highway Network.....	2
2.3	Existing Traffic Regulation Order (TRO) Regime.....	3
2.4	Highway Safety	5
3.0	ACCESSIBILITY.....	6
3.1	Introduction.....	6
3.2	Pedestrian Accessibility	6
3.3	Cycle Accessibility.....	8
3.4	Accessibility by Public Transport.....	10
4.0	DEVELOPMENT PROPOSALS	12
4.1	Introduction.....	12
4.2	Servicing Arrangements.....	12
4.3	Traffic Generation	12
5.0	CAR PARKING	17
5.1	General.....	17
5.2	Accessibility.....	17
5.3	Comparison with Other TRICS Sites	18
5.4	Local Car Ownership Levels – Census Data	20
5.5	Extant B8 Use Parking Demand	21
5.6	Parking Beat Surveys.....	22
5.7	Car Parking Summary	25
6.0	SUMMARY AND CONCLUSIONS.....	26

FIGURES

Figure 2.1 – Local Highway Network.....	2
Figure 2.2 – Local TRO Regime	4
Figure 2.3 – PIA Data (2018 - 2020 inclusive)	5
Figure 3.1 – 2km Walking Catchment	7
Figure 3.2 – 5km Cycle Catchment.....	8
Figure 3.3 – Bee Network	9
Figure 5.1 – On-Street Parking Survey – Study Area	23

TABLES

Table 3.1 – Bus Services	10
Table 3.2 – Rail Services (Levenshulme Railway Station)	11
Table 4.1 – Existing Use Traffic Generation	13
Table 4.2 – Proposed Use Traffic Generation (Residential).....	14
Table 4.3 – Proposed Use Traffic Generation (Office).....	15
Table 4.4 – Proposed Traffic Generation (Total).....	15
Table 4.5 – Net Traffic Generation	16
Table 5.1 – TRICS Car Parking Occupancy (Residential)	18
Table 5.3 – TRICS Car Parking Occupancy (Office)	19
Table 5.2 – 2011 Census Data – Local Car Ownership Levels	20
Table 5.4 – Car Parking Accumulation – Existing Use	21
Table 5.5 – On-Street Parking Survey – Tuesday 25 th January 2022	23
Table 5.6 – On-Street Parking Survey – Wednesday 26 th January 2022.....	24

APPENDICES

APPENDIX 1 – PROPOSED SITE LAYOUT PLAN

APPENDIX 2 – TRICS OUTPUTS

APPENDIX 3 – EXISTING USE CAR PARK ACCUMULATION

APPENDIX 4 – LAMBETH METHODOLOGY

APPENDIX 5 – PARKING BEAT SURVEY RESULTS

1.0 INTRODUCTION

1.1 Preamble

1.1.1 AXIS have been appointed by Pinnacle Estates MCR Ltd to provide highways and transport advice to accompany a planning application for the redevelopment / change of use of an existing commercial unit to 14no. residential dwellings and 80sqm GFA of office floorspace off Swallow Street in Levenshulme, Manchester.

1.1.2 The proposed site layout plans are provided in **Appendix 1**.

1.1.3 This Technical Note (TN) has been prepared to inform the Local Planning Authority (LPA) and Local Highway Authority (LHA) of the highways and transport related implications of the proposal. The LPA and LHA in this context is Manchester City Council (MCC).

1.2 Report Structure

1.2.1 Following this introductory section, the structure of this report is set out as follows:

- **Chapter 2** describes the existing conditions on and around the site, including reference to the local highway network, existing TROs, and a review of the accident record;
- **Chapter 3** provides a full review of the accessibility of the site by non-car travel modes;
- **Chapter 4** sets out the redevelopment proposals, including a description of the servicing arrangements and trip generating potential of the scheme;
- **Chapter 5** sets out the anticipated parking demand of the proposal, including a review of the parking conditions at similar sites, local car ownership levels, the parking demand of the extant use and the availability of on-street parking; and,
- **Chapter 6** provides the summary and conclusions.

2.0 EXISTING CONDITIONS

2.1 General

2.1.1 The application site is located in Levenshulme, Manchester, approximately 600m north of Levenshulme Railway Station. The area surrounding the site is primarily residential in nature.

2.1.2 The application site currently comprises a commercial unit. The site is bounded by Swallow Street to the south, Siddall Street to the west, residential dwellings to the north and a vacant retail unit to the east.

2.2 Local Highway Network

2.2.1 The location of the local highway network in relation to the site is shown in **Figure 2.1**.

Figure 2.1 – Local Highway Network



(Source: Google Maps)

Swallow Street

- 2.2.2 Swallow Street is a two-way single lane residential road that runs in an approximately east / west alignment within the vicinity of the site.
- 2.2.3 Swallow Street runs from the Swallow Street / Stockport Road priority controlled junction east of the site to a point circa 125m to the west where the road terminates.
- 2.2.4 The road features a circa 6.5m carriageway width with circa 2.0m wide footways on both sides of the road. Swallow Street is subject to a mandatory 20mph speed limit and the road is well lit with street lighting.

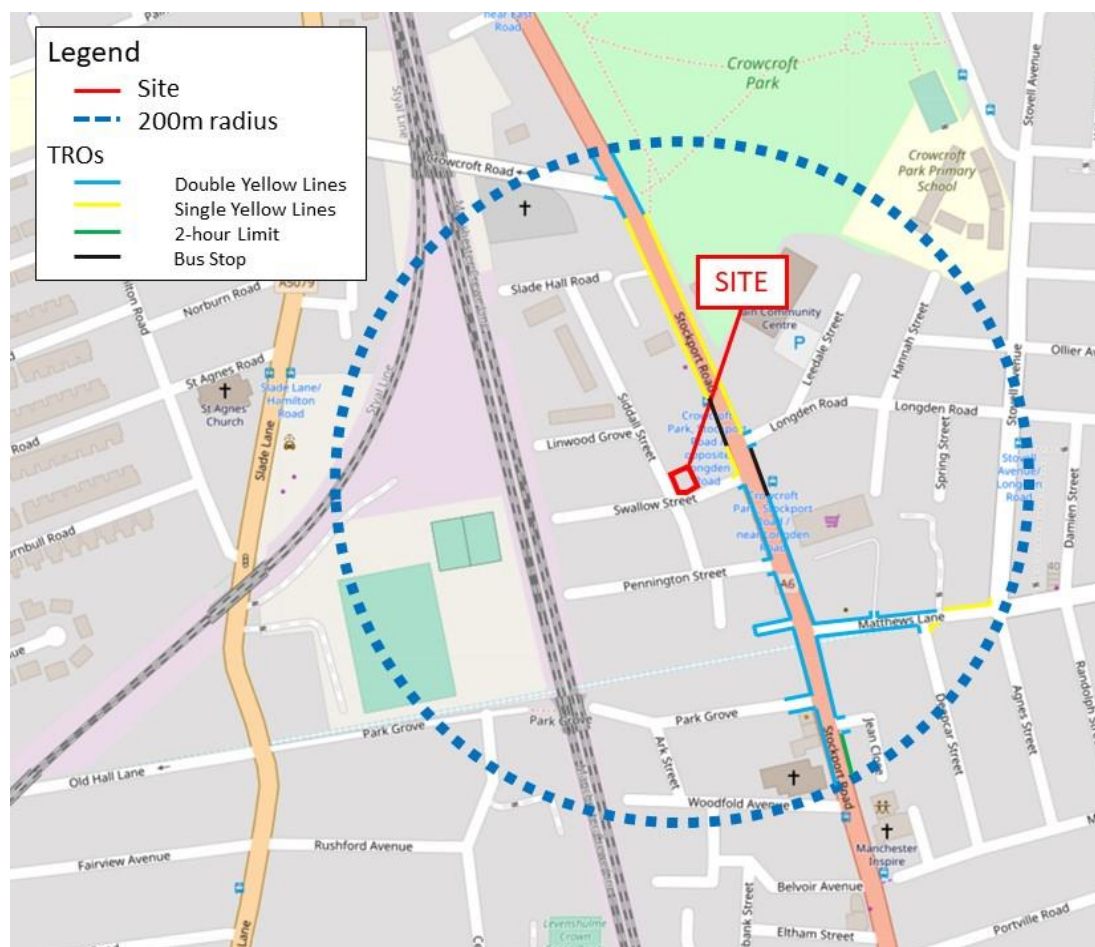
Siddall Street

- 2.2.5 Siddall Street is a two-way single lane road that runs in an approximately north-west / south-east alignment within the vicinity of the site.
- 2.2.6 The road runs from the Siddall Street / Pennington Street priority controlled junction to the south of the site, to the Siddall Street / Slade Hall Road circa 200m to the north-west.
- 2.2.7 Siddall Street features a circa 6.5m carriageway width with circa 2.0m wide footways on both sides of the road. Siddall Street is subject to a mandatory 20mph speed limit. There are circa 2.0m wide pedestrian footways on both sides of the road and the road is well lit with street lighting.

2.3 Existing Traffic Regulation Order (TRO) Regime

- 2.3.1 **Figure 2.2** illustrates the TRO regime within the vicinity of the site.

Figure 2.2 – Local TRO Regime



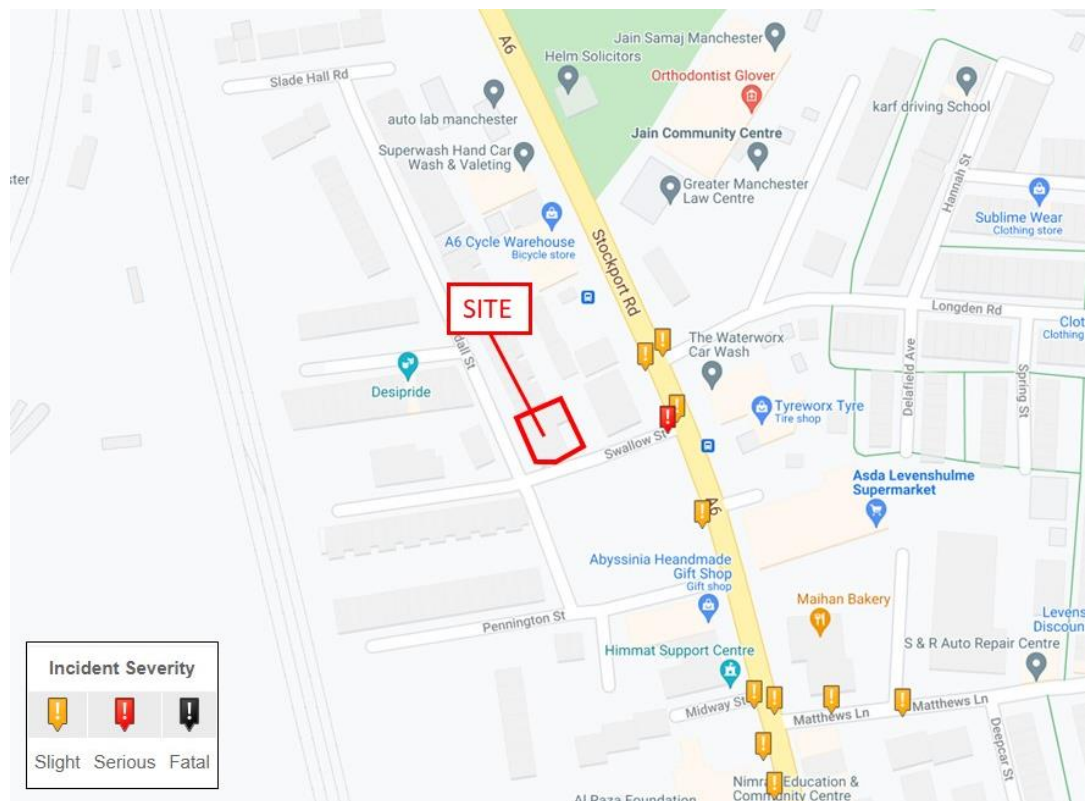
(Source: OpenStreetMap)

- 2.3.2 **Figure 2.2** demonstrates that there are a number of residential roads in the surrounding area that are not subject to any TRO regimes which restrict on-street parking.
- 2.3.3 The available on-street car parking capacity in the local area has been established through 'Lambeth' style parking beat surveys, carried out within a 200m radius of the site (200m radius shown above in **Figure 2.2**). The results of the parking beat surveys are discussed later in **Section 5.6** of this report.

2.4 Highway Safety

- 2.4.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the online CrashMap resource (www.crashmap.co.uk). Data was extracted for the most recently available 3-year period which is 2018 to 2020 inclusive. The location and severity of the accidents are shown in **Figure 2.3**.

Figure 2.3 – PIA Data (2018 - 2020 inclusive)



(Source: CrashMap)

- 2.4.2 **Figure 2.3** shows that 9no. accidents were recorded on the A6 Stockport Road during the assessed period, with 8no. that resulted in slight injury and 1no. which resulted in serious injury. When considered volumetrically, this equates to 3no. accidents per year on average.
- 2.4.3 This does not demonstrate a discernible pattern that could be affected by the modest number of trips that will be generated by the proposed redevelopment (see **Section 4.3**). Therefore it is considered that the existing accident record does not present a material concern in the context of the proposed redevelopment.

3.0 ACCESSIBILITY

3.1 Introduction

3.1.1 Paragraph 105 of the NPPF states that:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”

3.1.2 To demonstrate the site’s compliance with the above, this section of the report examines the accessibility of the site by non-car modes of transport through consideration of the following modes of transport:

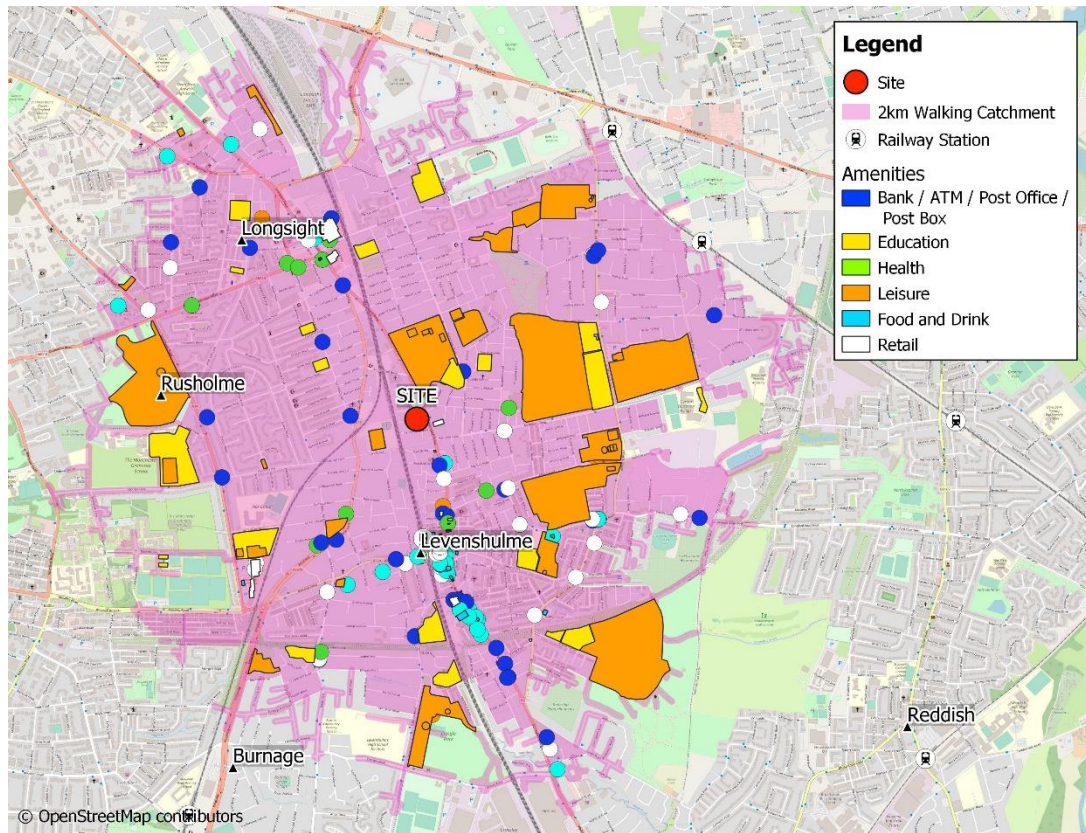
- Accessibility on foot;
- Accessibility by cycle; and,
- Accessibility on public transport.

3.1.3 It should be noted that the office element of the proposed redevelopment will be open to workers from outside of the proposed apartments and will therefore generate a certain number of trips from outside locations. In practice, however, it is expected that residents of the proposed residential element of the scheme will make up a large part (or all) of the user-base of the office, given its convenience. The mixed-use nature of the scheme means that the proposed redevelopment is likely to be more sustainable than other residential schemes.

3.2 Pedestrian Accessibility

3.2.1 Access between the site and local areas by foot has been assessed using the 2km preferred maximum walking distance suggested in the Institution for Highways and Transportation’s (IHT’s, now CIHT’s) *“Guideline for Providing for Journeys on Foot”* document, as shown in **Figure 3.1**. This equates to a 24-minute walk, assuming a 1.4m/s walk speed.

Figure 3.1 – 2km Walking Catchment



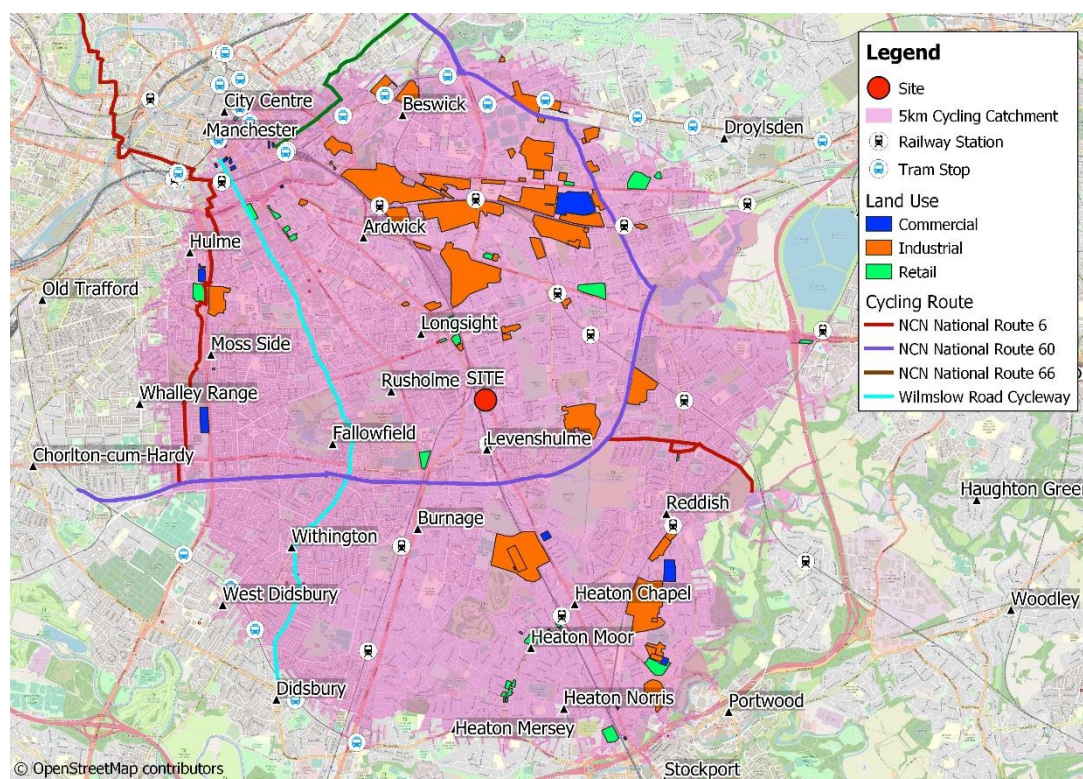
(Source: Produced by AXIS)

- 3.2.2 As demonstrated in **Figure 3.1**, the site is located within a 2km walk distance from a large part of the built up area surrounding Levenshulme, including parts of Rusholme and Longsight, amongst others.
- 3.2.3 There are a wide range of local amenities including education, leisure, health, food and drink and retail facilities within a reasonable waking distance to and from the site. The site is well connected to these amenities via good quality existing pedestrian infrastructure which includes signalised pedestrian crossings, footways and street lighting.
- 3.2.4 Moreover, the area surrounding the site comprises mainly slow-speed and lightly-trafficked residential roads with footways and street lighting (interspaced by primary roads with a good level of pedestrian crossing infrastructure), allowing residents to walk safely between the site and surrounding amenities and staff to commute to work by cycle.

3.3 Cycle Accessibility

- 3.3.1 Previous transport guidance identifies that cycling represents a realistic and healthy alternative to the private car when making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 3.3.2 The accessibility of the site has been assessed to determine reachable areas for a 5km cycle journey from the site, as shown in **Figure 3.2**.

Figure 3.2 – 5km Cycle Catchment

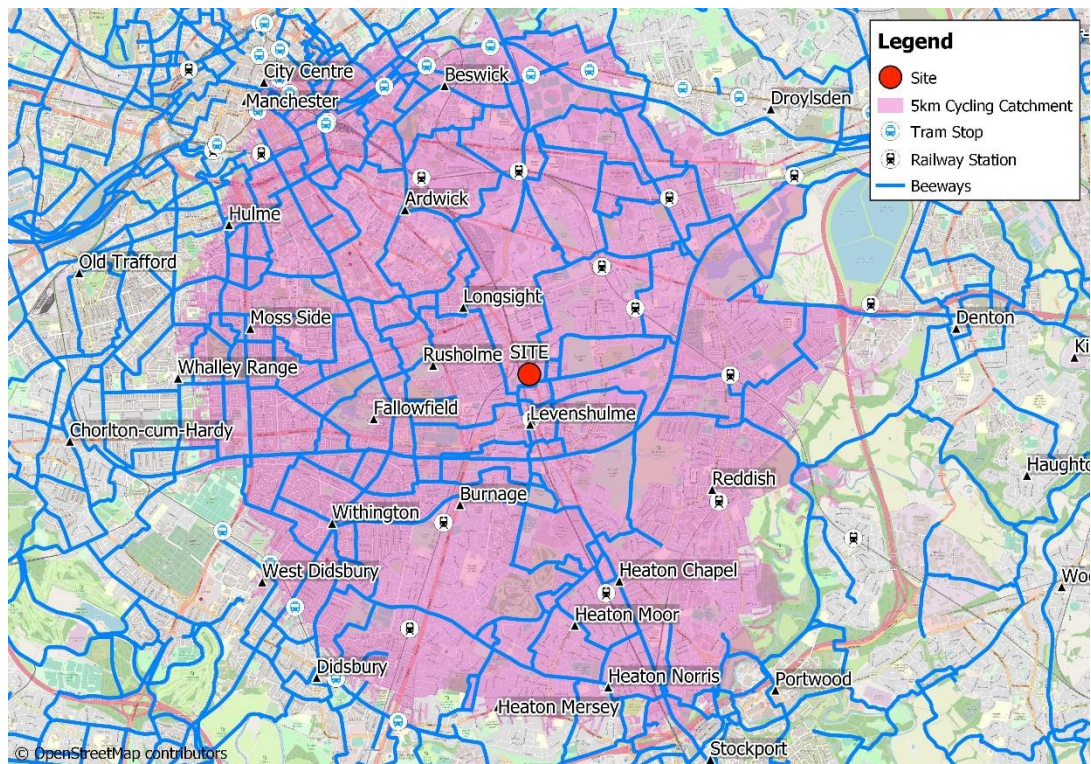


(Source: Produced by AXIS)

- 3.3.3 **Figure 3.2** shows that Fallowfield, Rusholme, Moss Side, Heaton Moor and parts of Manchester City Centre, amongst others all lie within a 5km cycle distance from the site. These areas provide potential employment opportunities for prospective residents.
- 3.3.4 In addition to the amenities outlined in **Figure 3.1** earlier, there are a number of commercial, industrial and retail employment opportunities within a 5km cycle of the site, thus allowing potential residents to commute to work by cycle.

- 3.3.5 There are a number of railway stations within a 5km cycle distance of the site as shown in **Figure 3.2**. The nearest railway station is Levenshulme Railway station which is a circa 800m cycle from the site. The site is therefore well located to allow multimodal trips to be made by cycle / rail.
- 3.3.6 **Figure 3.2** shows that there are a number of cycle routes in the area; the National Cycle Network (NCN) Route 6, NCN Route 60, NCN Route 66 and the Wilmslow Cycleway. These provide a combination of on and off-street cycle infrastructure. The site is therefore well situated to allow prospective residents and staff to carry out longer journeys by bicycle.
- 3.3.7 Transport for Greater Manchester (TfGM) provides an interconnected network of cycle infrastructure across Greater Manchester known as the 'Bee Network'. **Figure 3.3** illustrates the extent of dedicated 'Bee Network' cycleway connections around the site.

Figure 3.3 – Bee Network



(Source: Produced by Axis)

3.3.8 **Figure 3.3** shows that the local area features a wide range of dedicated cycle facilities around the site that provide a link to localities such as Moss Side, Heaton Moor and Hulme amongst others.

3.4 Accessibility by Public Transport

Bus

3.4.1 The proposal site is located within a short walk of a number of bus stops served by regular bus services. Key local bus stops are located as follows:

- Stockport Road (southbound) (circa 65m walk distance from the site); and,
- Stockport Road (northbound) (circa 85m walk distance from the site).

3.4.2 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document *“Guidelines for Planning for Public Transport in Development”* recommends that the walk distance from a new development should ideally be 300m, or a maximum of 400m. The bus stops near the site are therefore within the CIHT’s preferred 300m walk distance threshold.

3.4.3 The bus services available from the bus stops are summarised in **Table 3.1**.

Table 3.1 – Bus Services

Service Number	Route	Frequency
150	Hyde – Trafford Centre	2 per hour
150	Trafford Centre - Hyde	2 per hour
192	Manchester – Hazel Grove	6 per hour
192	Hazel Grove - Manchester	6 per hour
197	Mersey Square – Albert Square Town Hall	3 per hour
197	Albert Square Town Hall – Mersey Square	3 per hour
Total		22 per hour

3.4.4 **Table 3.1** shows that in total the nearby bus stops provide 22no. services per hour which equates to roughly one service every 3 minutes on average. This is considered to be a very high rate.

Rail

- 3.4.5 The rail services available from the closest railway station (Levenshulme Railway Station) are summarised in **Table 3.2**.

Table 3.2 – Rail Services (Levenshulme Railway Station)

Destination	Frequency (per hour)
Alderley Edge	1
Blackpool North	1
Crewe	1
Hazel Grove	1
Manchester Piccadilly	2
Total	6

- 3.4.6 **Table 3.2** shows that in total Levenshulme Railway Station provides 6no. services per hour which equates to one service every 10 minutes, on average. The station offers a range of services to a number of employment and residential centres.
- 3.4.7 Based on the evidence presented above, the existing rail infrastructure therefore provides a realistic opportunity for site-related trips to be made by rail.

4.0 DEVELOPMENT PROPOSALS

4.1 Introduction

- 4.1.1 The proposal is for the redevelopment of the existing commercial unit into a residential use comprising 14no. residential dwellings and 80sqm GFA of office floorspace.
- 4.1.2 The proposed ground floor layout plan is contained in **Appendix 1**.

4.2 Servicing Arrangements

- 4.2.1 This TN can be read in conjunction with the site's Waste Management Strategy (WMS) which sets out, in detail, the servicing arrangements of the proposed redevelopment in relation to waste collection.
- 4.2.2 In summary, refuse collection will be taken directly from Swallow Street. This accords with the servicing arrangements of other nearby residential dwellings in the surrounding area that are serviced directly from the street.

4.3 Traffic Generation

- 4.3.1 The traffic-generating potential of the proposed redevelopment has been compared to the existing commercial unit, in order to provide the anticipated net traffic changes that will arise from the proposed redevelopment.

Existing Use

- 4.3.2 To estimate the traffic-generating potential of the existing commercial unit, average trip rates for a B8 Use Class – Warehousing (Commercial) from the industry standard TRICS Database have been obtained.
- 4.3.3 The following search criteria has been applied within TRICS to obtain trip rates for the existing use of the site:
- 'Employment – Warehousing (Commercial)';
 - Sites in Greater London and Ireland excluded;
 - Weekday surveys only;
 - Only sites in 'Suburban Area' and 'Edge of Town' locations have been selected;

- Selection by GFA (150sqm to 800sqm); and,
- Date range from the year 2000 (in order to obtain comparable survey sample).

4.3.4 The full TRICS outputs are contained in **Appendix 2**.

4.3.5 **Table 4.1** shows the weekday peak hour vehicle trip rates and the resultant traffic forecasts when these trip rates are applied to the existing use (approximately 300sqm):

Table 4.1 – Existing Use Traffic Generation

	AM Peak Hour (08:00-09:00)	PM Peak Hour (17:00-18:00)	Daily
Trip Rate (per 100sqm)			
Arrivals	0.953	0.064	6.862
Departures	0.127	0.762	6.734
Two-way	1.08	0.826	13.596
Trip Generation (300sqm)			
Arrivals	3	1	21
Departures	1	3	21
Two-way	4	3*	41*

*Please note that these numbers are subject to rounding errors.

4.3.6 **Table 4.1** shows that the existing use currently generates approximately 4no. two-way vehicle movements in the AM peak hour and 3no. two-way vehicle movements in the PM peak hour. Additionally, the existing use is estimated to generate around 41 two-way vehicle movements over the course of a typical weekday.

Proposed Residential Use

4.3.7 The following search criteria has been applied within TRICS to obtain trip rates for the proposed residential use:

- ‘Residential – Flats Privately Owned’;
- Sites in Greater London and Ireland excluded;
- Weekday surveys only;
- Only sites in ‘Suburban Area’ and ‘Edge of Town’ locations have been selected;
- Selection by number of dwellings (5 to 30); and,
- The default date range has been selected.

4.3.8 The full TRICS outputs are contained in **Appendix 2**.

4.3.9 **Table 4.2** shows the weekday peak hour vehicle trip rates and the resultant traffic forecasts when these trip rates are applied to the proposed residential use (14no. apartments):

Table 4.2 – Proposed Use Traffic Generation (Residential)

	AM Peak Hour (08:00-09:00)	PM Peak Hour (17:00-18:00)	Daily
Trip Rate (per Dwelling)			
Arrivals	0.086	0.212	1.35
Departures	0.232	0.079	1.416
Two-way	0.318	0.291	2.766
Trip Generation (14 Dwellings)			
Arrivals	2	3	19
Departures	4	2	20
Two-way	5*	5	39

*Please note that these numbers are subject to rounding errors.

4.3.10 **Table 4.2** shows that the proposed residential use is forecast to result in 5no. two-way vehicle trips in the AM peak hour and 5no. two-way vehicle trips in the PM peak hour. Additionally, the proposed use is estimated to generate around 39 two-way vehicle movements over the course of a typical weekday.

Proposed Office Element

4.3.11 The following search criteria has been applied within TRICS to obtain trip rates for the proposed office element:

- 'Employment – Office;
- Sites in Greater London and Ireland excluded;
- Weekday surveys only;
- Only sites in 'Suburban Area' and 'Edge of Town' locations have been selected;
- Selection by GFA (100sqm – 500sqm); and,
- The default date range has been selected.

4.3.12 The full TRICS outputs are contained in **Appendix 2**.

4.3.13 **Table 4.3** shows the weekday peak hour vehicle trip rates and the resultant traffic forecasts when these trip rates are applied to the proposed office element (80sqm):

Table 4.3 – Proposed Use Traffic Generation (Office)

	AM Peak Hour (08:00-09:00)	PM Peak Hour (17:00-18:00)	Daily
Trip Rate (per 100sqm)			
Arrivals	2.423	0.538	11.442
Departures	0.202	3.499	11.911
Two-way	2.625	4.037	23.353
Trip Generation (80sqm)			
Arrivals	2	1	10
Departures	1	3	10
Two-way	3	4	19*

*Please note that these numbers are subject to rounding errors.

4.3.14 **Table 4.3** shows that the proposed office element of the redevelopment is forecast to result in 3no. two-way vehicle trips in the AM peak hour and 4no. two-way vehicle trips in the PM peak hour. This is considered a very conservative approach to the trip generation potential of the office element of the proposed redevelopment, because although it will be open to workers from outside of the proposed apartments, in practice it is expected that residents of the proposed residential element of the scheme will make up a large part (or all) of the user-base of the office, given its convenience.

Total Proposed Traffic Generation

4.3.15 The combined traffic generation of the residential use and office element of the proposed redevelopment are shown in **Table 4.4**.

Table 4.4 – Proposed Traffic Generation (Total)

	AM Peak Hour (08:00-09:00)	PM Peak Hour (17:00-18:00)	Daily
Trip Generation			
Arrivals	4	4	29
Departures	5	5	30
Two-way	8*	9	58

*Please note that these numbers are subject to rounding errors.

- 4.3.16 **Table 4.4** shows that in total the proposed uses are expected to generate approximately 8no. two-way vehicle movements in the AM peak hour and 9no. two-way vehicle movements in the PM peak hour. Additionally, the proposed uses are expected to give rise to around 58no. two-way vehicle movements over the course of a typical weekday.

Net Impact

- 4.3.17 The traffic generating potential of the proposed redevelopment has been compared against the level of traffic generation of the existing use of the site. The net changes are shown in **Table 4.5**.

Table 4.5 – Net Traffic Generation

	AM Peak Hour (08:00-09:00)	PM Peak Hour (17:00-18:00)	Daily
Arrivals	1	3	8
Departures	4	2	9
Two-way	4	6	17

- 4.3.18 **Table 4.5** shows that, compared against the existing use, the proposed redevelopment is expected to result in 4no. additional two-way vehicle movements in the AM peak hour and 6no. additional two-way vehicle movements in the PM peak hour. Additionally, the proposed redevelopment is estimated to result in an increase of 17no. two-way vehicle movements over the course of an average weekday.
- 4.3.19 When considered volumetrically, this equates to one additional vehicle movement every 15 minutes during the AM peak hour and one additional vehicle movement every 10 minutes during the PM peak hour. This is an immaterial amount that would be imperceptible to a casual observer.
- 4.3.20 Even when the proposed redevelopment is considered in isolation (i.e. not by comparison to the current site use), the gross trip-generating potential is still insignificant and would not give rise to any unacceptable impact on the local highway network.

5.0 CAR PARKING

5.1 General

- 5.1.1 No dedicated parking spaces are provided for the proposed redevelopment and the redevelopment can effectively be considered 'car-free'.
- 5.1.2 MCC's car parking standards are outlined in Appendix B of the "*Manchester's Local Development Framework Core Strategy Development Plan Document*" (2012). However, the document does not provide parking standards for a C3 use class (dwellings, houses, flats and apartments).
- 5.1.3 It is understood that MCC Highways adopt the position that the parking levels at residential sites should be determined on a case by case basis. Similarly, although car parking standards are provided for office uses, these are for standalone offices and business parks. The largely ancillary nature of the proposed office element would necessarily mean that car parking demand for that element would be either significantly reduced, or removed entirely.
- 5.1.4 Subsequent sections of this chapter therefore provide evidence that a 'car-free' redevelopment is appropriate in this case.

5.2 Accessibility

- 5.2.1 As detailed in **Chapter 3** earlier, it is considered that the site benefits from a high level of accessibility by the main non-car modes of transport, being located within walking distance of a number of amenities, within cycling distance of various settlements via high quality routes and having good access to bus and rail services.
- 5.2.2 In these circumstances, the requirement for car ownership is considerably reduced (as evidenced by the TRICS-based analysis – see **Section 5.3**) and the use of these more sustainable travel modes could be encouraged further still amongst prospective residents through Travel Plan measures that could be secured and developed by a suitably worded planning condition.

5.3 Comparison with Other TRICS Sites

5.3.1 In order to provide a review of car ownership levels at similar developments, the level of car ownership for the TRICS sites identified in the traffic generating exercise has been investigated. This provides an indication of the typical occupancy rates and parking space provision for comparable sites.

Residential

5.3.2 The car parking occupancy of similar residential developments is summarised in **Table 5.1**.

Table 5.1 – TRICS Car Parking Occupancy (Residential)

Site Ref.	Dwellings (units)	Parking Provision	Ratio of Spaces to Units	Car Parking Occupancy			% Ratio of Max Observed Occupancy to Unit Numbers
				Initial	Final	Maximum	
DC-03-C-02	14	20	143%	8	7	8	57%
DS-03-C-03	30	16	53%	5	6	6	20%
HF-03-C-01	22	27	123%	18	22	22	100%
HF-03-C-05	26	36	138%	12	13	13	50%
MS-03-C-03	9	12	133%	4	3	4	44%
RI-03-C-01	20	22	110%	6	6	6	30%
SF-03-C-03	30	40	133%	15	13	15	50%
Average							50%

5.3.3 As shown above, the level of parking recorded at comparable sites indicates that the number of parking spaces utilised by residents of apartment schemes in locations similar to the proposed site is around 0.5 per unit.

5.3.4 On the basis of the above, and assuming that the redevelopment is likely to have a level of car ownership similar to comparable sites, it is estimated that the proposed residential use might be expected to generate a car parking demand of only 7no. car parking spaces (i.e. 14 x 0.5).

Office Element

5.3.5 The car parking occupancy of office developments is summarised in **Table 5.3**.

Table 5.3 – TRICS Car Parking Occupancy (Office)

Site Ref.	GFA (sqm)	Parking Provision	Ratio of Spaces to GFA	Car Parking Occupancy			% Ratio of Max Observed Occupancy to GFA
				Initial	Final	Maximum	
BG-02-A-01	300	31	10%	10	0	19	6%
DS-03-C-03	186	6	3%	0	0	11	6%
HF-03-C-01	500	32	6.4%	2	0	32	6%
HF-03-C-05	500	22	4.4%	0	0	26	5%
Average							6%

5.3.6 Based on the above, it is estimated that the proposed 80sqm GFA office element might be expected to generate a car parking demand of only 5no. car parking spaces (i.e. 80 x 6%).

5.3.7 As shown above, employees tend to fully utilise the parking provision at office schemes. It is important to note that these sites are standalone office developments and up to six times the GFA of the proposed redevelopment's office element. Although the office element of the redevelopment will be open to workers from outside of the proposed apartments, in practice it is expected that residents of the proposed residential element of the scheme will make up a large part (or all) of the user-base of the office, given its convenience, and that it will not attract users from outside of the immediate area; therefore it is expected that users will be able to access the office element by means of non-car modes of transport.

5.3.8 As shown in **Chapter 3**, the site benefits from a high level of accessibility by the main non-car modes of transport, being within walking distance of a number of amenities, within cycling distance of various settlements via high quality routes and having good access to bus and train services.

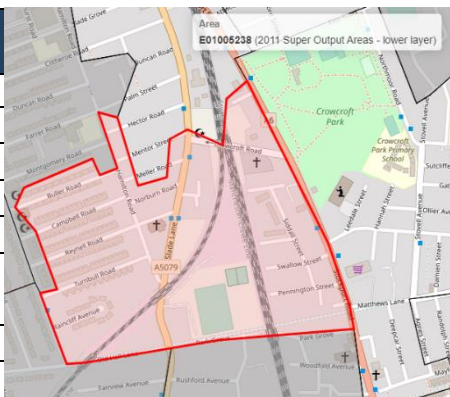
5.3.9 On the basis of the above, it is estimated that the proposed office element would not generate a car parking demand; however for the sake of a robust assessment it could

be assumed that the office element may generate a car parking demand of 5no. car parking spaces. The results of the parking beat survey (see below) will show that these can be comfortably accommodated on the surrounding roads, if need be.

5.4 Local Car Ownership Levels – Census Data

- 5.4.1 The 2011 census data has also been interrogated to determine the existing local car ownership levels around the site.
- 5.4.2 Data for the smallest census ‘output area’ (within which the site lies) has been obtained. This will therefore give an indication of how many cars might be owned by occupants of the proposed redevelopment.
- 5.4.3 **Table 5.2** shows the area covered by this output area and the census data on car availability.

Table 5.2 – 2011 Census Data – Local Car Ownership Levels

Car / Van Availability	E01005238 Output Area	
All Households	564	
No cars or vans in household	238	
1 car or van in household	237	
2 cars or vans in household	77	
3 cars or vans in household	10	
4 or more cars or vans in household	2	
All cars or vans in the area	431	
Percentage Car Ownership	76%	

- 5.4.4 The data demonstrates that car ownership is at only 76% within the local Census output area.
- 5.4.5 If this percentage is applied to the proposed redevelopment, comprising 14no. dwellings, this would instead give rise to a maximum parking demand of some 11no. spaces.
- 5.4.6 However, in this instance, car ownership at the redevelopment is likely to be even lower than the pre-existing surrounding levels, given that the scheme comprises smaller apartments, compared to the houses which predominantly make up the local census output area.

- 5.4.7 The tenure of the redevelopment will therefore be different to the surrounding houses, and it might be reasonable to assume that income levels of prospective residents will be different, on average, and therefore the likelihood that residents will own a car will be lower.

5.5 Extant B8 Use Parking Demand

- 5.5.1 The existing use of the site as a commercial unit may already lawfully generate a volume of trips and, by definition, a certain level of parking demand. A comparison has therefore been made between the potential parking demand of the proposed residential uses and the existing parking demand of the extant use.
- 5.5.2 To do this, a car parking accumulation exercise has been undertaken to demonstrate the likely net parking demand of the proposal. The vehicular trip rates used to inform the car parking accumulation exercise have been derived using peak hour trip rates obtained from the TRICS database (see **Section 4.3**).
- 5.5.3 The results of the car parking accumulation assessment are summarised in **Table 5.4** and the full car park accumulation / demand assessment is contained in **Appendix 3**.

Table 5.4 – Car Parking Accumulation – Existing Use

Hour	Arrivals	Departures	Car Parking Demand
06:00-07:00	0	0	0
07:00-08:00	0	0	0
08:00-09:00	3	0	2
09:00-10:00	3	2	3
10:00-11:00	2	2	3
11:00-12:00	2	2	3
12:00-13:00	2	3	3
13:00-14:00	2	2	4
14:00-15:00	2	3	3
15:00-16:00	2	2	3
16:00-17:00	1	1	2
17:00-18:00	0	2	0
18:00-19:00	0	0	0

- 5.5.4 **Table 5.4** indicates that the existing lawful use of the site could generate a maximum parking demand of up to 4no. spaces during an average weekday. This demand

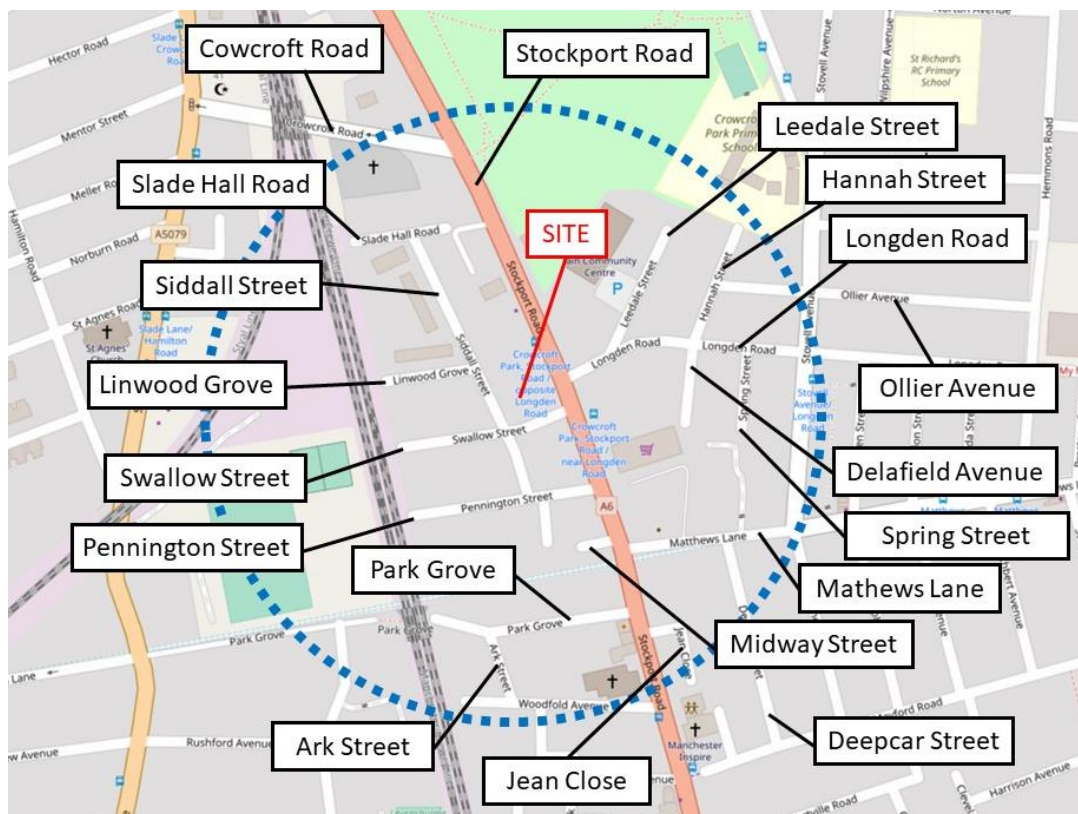
would need to be accommodated on the local streets due to the absence of any existing on-site parking facilities.

- 5.5.5 On the basis of the above, and in the context of the results of the TRICS-based parking occupancy and car parking demand research presented previously in this chapter which indicate a maximum parking demand of circa 12no. spaces (7no. plus 5no.), the net parking demand of the proposed redevelopment is therefore expected to be just 8no. spaces (12no. minus 4no.) more than what the existing site use could generate.

5.6 Parking Beat Surveys

- 5.6.1 AXIS have investigated whether the modest residential parking demand that will be generated can be satisfactorily accommodated overnight on the local streets around the site.
- 5.6.2 Parking beat surveys were undertaken over a duration of 2no. days on Tuesday 25th January 2022 from 3:00am – 4:00am and Wednesday 26th January 2022 from 4:00am – 5:15am, broadly following the so-called ‘Lambeth’ parking beat survey methodology. This determines parking capacity / availability at night during the worst-case period for parking demand in residential areas. The ‘Lambeth’ parking beat survey process is explained in **Appendix 4**.
- 5.6.3 In summary, for residential developments the highly robust Lambeth methodology requires that 2no. separate parking beat surveys are carried out within a 200m radius (or 2-minute walk) of a site, in the early hours between 12:30am – 5:30am when most residents are at home, and on a Monday to Thursday. The Lambeth methodology has been adopted as the de-facto standard across numerous local highway authorities.
- 5.6.4 The study area for the parking beat surveys is illustrated in **Figure 5.1**. The results of the survey are presented in **Appendix 5** and summarised in **Table 5.5** and **Table 5.6**.

Figure 5.1 – On-Street Parking Survey – Study Area



(Source: Produced by Axis)

Table 5.5 – On-Street Parking Survey – Tuesday 25th January 2022

Area	Parking Capacity	Amount Utilised	% Utilised
Pennington Street	40	13	33%
Swallow Street	33	17	52%
Park Grove	20	5	25%
Ark Street	7	0	0%
Midway Street	1	0	0%
Linwood Grove	19	17	89%
Slade Hall Road	18	9	50%
Siddall Street	57	34	60%
Crowcroft Road	5	2	40%
Longden Road	40	28	70%
Leedale Street	16	5	31%
Hannah Street	25	16	64%
Ollier Avenue	14	12	86%
Delafield Avenue	15	13	87%
Spring Street	18	9	50%

Area	Parking Capacity	Amount Utilised	% Utilised
Matthews Lane	3	2	67%
Deepcar Street	6	6	100%
Total	337	188	56%

Table 5.6 – On-Street Parking Survey – Wednesday 26th January 2022

Area	Parking Capacity	Amount Utilised	% Utilised
Pennington Street	40	14	35%
Swallow Street	33	17	52%
Park Grove	20	5	25%
Ark Street	7	0	0%
Midway Street	1	1	100%
Linwood Grove	19	17	89%
Slade Hall Road	18	13	72%
Siddall Street	57	32	56%
Crowcroft Road	5	1	20%
Longden Road	40	29	73%
Leedale Street	16	4	25%
Hannah Street	25	16	64%
Ollier Avenue	14	11	79%
Delafield Avenue	15	14	93%
Spring Street	18	9	50%
Matthews Lane	3	1	33%
Deepcar Street	6	5	83%
Total	337	189	56%

- 5.6.5 The results demonstrate that the observed peak parking demand was the same on both nights, with 56% of the parking capacity on the local highway network (as studied) being utilised.
- 5.6.6 **Table 5.5** demonstrates that on 25th January there was spare capacity for 149no. cars to park on the local road network overnight. **Table 5.6** demonstrates that on 26th January, there was additional capacity for 148no. cars to park overnight.
- 5.6.7 If it is assumed that the proposed redevelopment might generate an overnight parking demand of 7no. spaces for the residential use (as detailed in **Section 5.3** earlier), there would still be 130+ spare on-street car parking spaces in the vicinity of

the site each night. On this basis it is considered that there is sufficient on-street parking capacity to cater for the minimal peak parking demand of the redevelopment.

5.7 Car Parking Summary

- 5.7.1 The proposed scheme offers a 'car-free' redevelopment which is well situated, with good links to public transport services and cycle and walking infrastructure and which represents an opportunity for reduced congestion, carbon emissions and improved air quality.
- 5.7.2 Review of local car ownership levels and the level of car parking occupancy of other similar residential sites within the TRICS database indicates that the proposed redevelopment is anticipated to have a low car parking demand of circa 7no. spaces for the residential use and circa 5no. spaces for the office element. In comparison to the potential parking demand of the extant B8 use of the site (approximately 4no. parking spaces), the proposal is therefore expected to generate a net increase in parking demand of just 8no. parking spaces.
- 5.7.3 The local highway network surrounding the site offers a large amount of residual on-street parking capacity, with in excess of 130 car parking spaces available during the overnight peak parking period.
- 5.7.4 On the basis of the above, it is considered that there is significant spare on-street parking capacity on the local highway network for potential residents and staff to park in and the 'car-free' nature of the proposed redevelopment is therefore appropriate for the minimal anticipated parking demand.

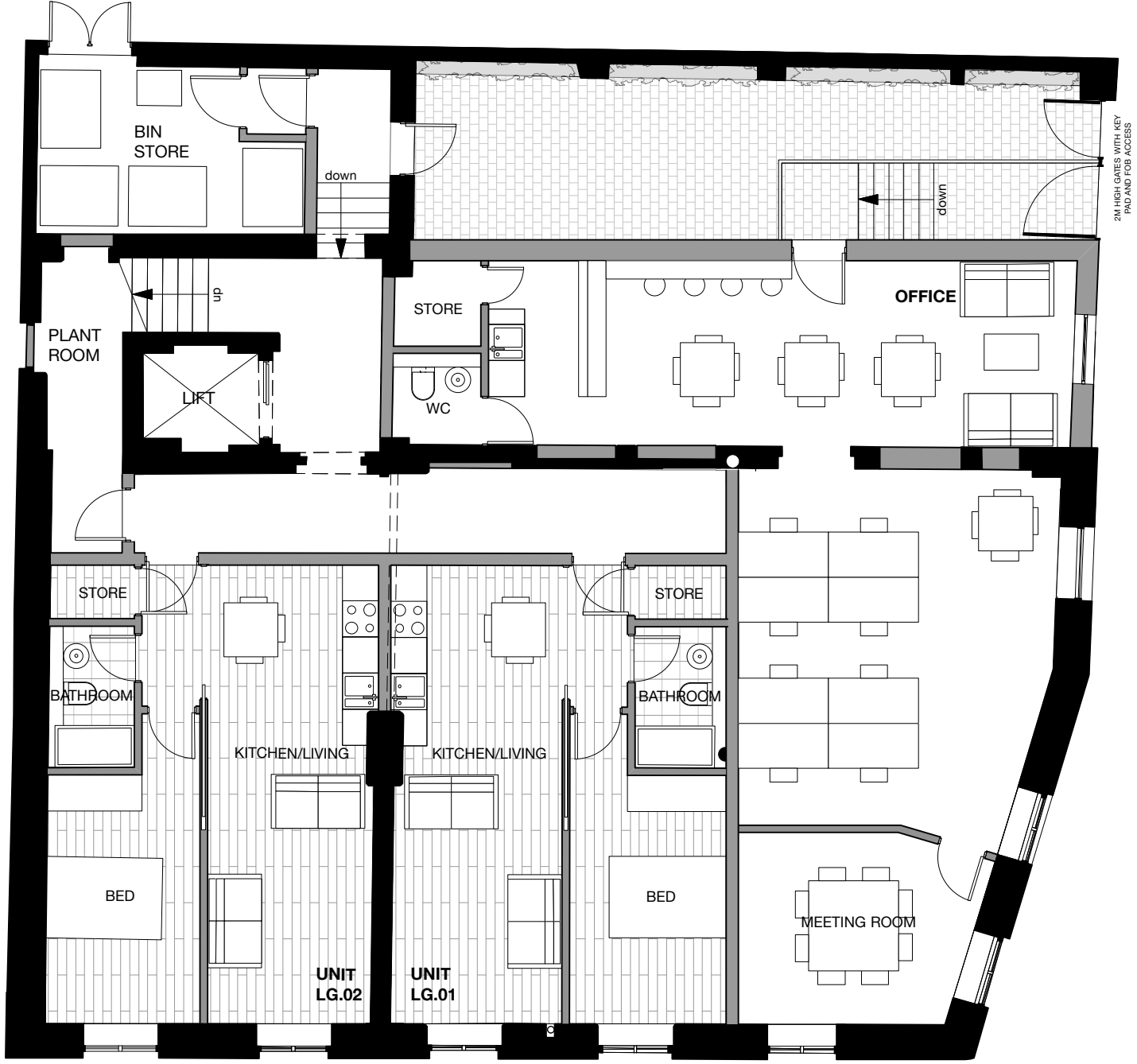
6.0 SUMMARY AND CONCLUSIONS

- 6.1.1 AXIS have been appointed by Pinnacle Estates MCR Ltd to provide highways and transport advice to accompany a planning application for the redevelopment / change of use of an existing commercial unit to 14no. residential dwellings and 80sqm GFA of office floorspace off Swallow Street in Levenshulme, Manchester.
- 6.1.2 A review of the surrounding highway network has been undertaken in order to determine whether there are any existing highway safety issues. Personal Injury Accident (PIA) data has been analysed using CrashMap which indicates that there is no evidence of an existing highway safety issue within the general vicinity of the site.
- 6.1.3 The site benefits from a high level of accessibility by the main non-car modes of transport, being within walking distance of a number of amenities, within cycling distance of various settlements via high quality routes and having good access to bus and train services.
- 6.1.4 The proposed redevelopment would result in a net increase of 4no. two-way vehicle movements in the AM peak hour and a net increase of 6no. two-way vehicle movements in the PM peak hour. Additionally, the proposed redevelopment would result in an increase of 17no. two-way vehicle movements over the course of an average weekday. The proposed redevelopment is therefore considered to be acceptable from a trip generation and traffic impact perspective.
- 6.1.5 Even when the redevelopment is considered in isolation (i.e. not by comparison to the former site use), the gross traffic-generating potential is still insignificant and would not give rise to any perceptible impact on the local highway network.
- 6.1.6 No dedicated parking spaces are provided for the proposed redevelopment and the redevelopment can effectively be considered 'car-free'. It is understood that MCC Highways adopt the position that the parking levels at sustainably located sites should be determined on a case-by-case basis.
- 6.1.7 A review of 2011 Census data on local car ownership levels, a comparison to similar residential and office sites from the TRICS database, and a car parking accumulation exercise of the existing B8 use were also undertaken to forecast the parking demand

the proposed redevelopment could generate. The analysis indicates that the gross parking demand of the proposal would be 12no. spaces. In comparison to the parking demand of the extant use of the site (approximately 4no. parking spaces), the proposal is expected to result in a net increase in parking demand of 8no. spaces.

- 6.1.8 The results of parking beat surveys undertaken on the local highway network demonstrates that there is significant spare on-street parking capacity for potential residents to utilise, if necessary (130+ spare spaces during worst case periods of demand).
- 6.1.9 On the basis of the above, it is considered that there is significant spare on-street parking capacity on the local highway network for potential residents to park in and the 'car-free' nature of the proposed redevelopment is therefore appropriate for the minimal anticipated parking demand, particularly owing to the site's high level of accessibility to sustainable modes of transport.
- 6.1.10 Paragraph 111 of the National Planning Policy Framework states that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".*
- 6.1.11 Based on the evidence presented in this TN, no unacceptable impact would be created by the redevelopment and the application is therefore commended for approval.

APPENDIX 1 – PROPOSED SITE LAYOUT PLAN



LOWER GROUND FLOOR

PROPOSED LOWER GROUND FLOOR PLAN
1:100 @ A3

REVISION	DATE	DESCRIPTION

CLIENT:	
PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT	
ADDRESS: SWALLOW STREET, LEVENSHULME	
DRAWING TITLE: PROPOSED LGF PLAN	
SCALE: 1:100 @ A3	DATE: MARCH 2022
DRAWING NO: A619_P_100B	

OLLIER SMURTHWAITE ARCHITECTS

40 King Street, Manchester, M2 6BA
T 0161 883 0838
F 0161 883 0839
E mail@olliersmurthwaite.com

APPENDIX 2 – TRICS OUTPUTS

Axis 76 Water Lane Wilmslow

Licence No: 339901

Filtering Summary

Land Use	02/F	EMPLOYMENT/WAREHOUSING (COMMERCIAL)
Selected Trip Rate Calculation Parameter Range	150-800 sqm GFA	
Actual Trip Rate Calculation Parameter Range	190-750 sqm GFA	
Date Range	Minimum: 01/01/00	Maximum: 29/03/19
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	1
	Wednesday	1
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	1
	Edge of Town	2
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	2
	10,001 to 15,000	1
Population <5 Mile ranges selected	75,001 to 100,000	1
	125,001 to 250,000	1
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	3
Filter by Site Operations Breakdown	All Surveys Included	

Axis 76 Water Lane Wilmslow

Licence No: 339901

Calculation Reference: AUDIT-339901-220816-0804

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
09	NORTH	
	TV TEES VALLEY	1 days
11	SCOTLAND	
	ML MIDLOTHIAN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 190 to 750 (units: sqm)
 Range Selected by User: 150 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 29/03/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	3
-----------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Axis 76 Water Lane Wilmslow

Licence No: 339901

Secondary Filtering selection:

Use Class:

n/a	1 days
B8	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters

1	DV-02-F-01 ALDERS WAY PAIGNTON	OPTICS WAREHOUSE	DEVON
	Edge of Town Industrial Zone		
	Total Gross floor area:	190 sqm	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL
2	ML-02-F-01 UNIT 53 DALKEITH MAYFIELD IND. ESTATE	WINDOWS	MIDLOTHIAN
	Edge of Town Industrial Zone		
	Total Gross floor area:	750 sqm	
	Survey date: WEDNESDAY	04/05/11	Survey Type: MANUAL
3	TV-02-F-03 UNIT 8,NAVIGATOR COURT STOCKTON-ON-TEES	ELECTRICAL COMPONENTS	TEES VALLEY
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	634 sqm	
	Survey date: TUESDAY	28/06/11	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	190	0.000	1	190	0.000	1	190	0.000
06:00 - 07:00	1	190	0.000	1	190	0.000	1	190	0.000
07:00 - 08:00	3	525	0.000	3	525	0.000	3	525	0.000
08:00 - 09:00	3	525	0.953	3	525	0.127	3	525	1.080
09:00 - 10:00	3	525	1.017	3	525	0.826	3	525	1.843
10:00 - 11:00	3	525	0.826	3	525	0.699	3	525	1.525
11:00 - 12:00	3	525	0.762	3	525	0.762	3	525	1.524
12:00 - 13:00	3	525	0.762	3	525	0.953	3	525	1.715
13:00 - 14:00	3	525	0.826	3	525	0.572	3	525	1.398
14:00 - 15:00	3	525	0.826	3	525	1.017	3	525	1.843
15:00 - 16:00	3	525	0.508	3	525	0.635	3	525	1.143
16:00 - 17:00	3	525	0.318	3	525	0.381	3	525	0.699
17:00 - 18:00	3	525	0.064	3	525	0.762	3	525	0.826
18:00 - 19:00	3	525	0.000	3	525	0.000	3	525	0.000
19:00 - 20:00	1	190	0.000	1	190	0.000	1	190	0.000
20:00 - 21:00	1	190	0.000	1	190	0.000	1	190	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.862			6.734			13.596

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	190 - 750 (units: sqm)
Survey date range:	01/01/00 - 29/03/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Axis 76 Water Lane Wilmslow

Licence No: 339901

Calculation Reference: AUDIT-339901-220124-0128

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	2 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 9 to 30 (units:)
 Range Selected by User: 5 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 09/06/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	3 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Residential Zone	6

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 3 days

20,001 to 25,000 4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000 3 days

125,001 to 250,000 2 days

250,001 to 500,000 1 days

500,001 or More 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 4 days

1.1 to 1.5 3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 2 days

No 5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 7 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters

1	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: FRIDAY	FLATS IN BLOCKS 14 28/03/14	DORSET Survey Type: MANUAL
2	DS-03-C-03 CAESAR STREET DERBY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	BLOCKS OF FLATS 30 25/09/19	DERBYSHIRE Survey Type: MANUAL
3	HF-03-C-01 HAYLING ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	BLOCKS OF FLATS 22 09/06/21	HERTFORDSHIRE Survey Type: MANUAL
4	HF-03-C-05 FERNDOWN ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	BLOCKS OF FLATS 26 07/06/21	HERTFORDSHIRE Survey Type: MANUAL
5	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: Survey date: TUESDAY	BLOCK OF FLATS 9 13/11/18	MERSEYSIDE Survey Type: MANUAL
6	RI-03-C-01 465 PRIORY ROAD HULL Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	FLATS 20 13/05/14	EAST RIDING OF YORKSHIRE Survey Type: MANUAL
7	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	BLOCKS OF FLATS 30 03/12/14	SUFFOLK Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	22	0.073	7	22	0.152	7	22	0.225
08:00 - 09:00	7	22	0.086	7	22	0.232	7	22	0.318
09:00 - 10:00	7	22	0.152	7	22	0.172	7	22	0.324
10:00 - 11:00	7	22	0.079	7	22	0.126	7	22	0.205
11:00 - 12:00	7	22	0.073	7	22	0.079	7	22	0.152
12:00 - 13:00	7	22	0.086	7	22	0.079	7	22	0.165
13:00 - 14:00	7	22	0.113	7	22	0.106	7	22	0.219
14:00 - 15:00	7	22	0.099	7	22	0.106	7	22	0.205
15:00 - 16:00	7	22	0.126	7	22	0.093	7	22	0.219
16:00 - 17:00	7	22	0.152	7	22	0.119	7	22	0.271
17:00 - 18:00	7	22	0.212	7	22	0.079	7	22	0.291
18:00 - 19:00	7	22	0.099	7	22	0.073	7	22	0.172
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.350			1.416			2.766

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	9 - 30 (units:)
Survey date range:	01/01/13 - 09/06/21
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Axis 76 Water Lane Wilmslow

Licence No: 339901

Calculation Reference: AUDIT-339901-220513-0522

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
04	EAST ANGLIA	
	NF	NORFOLK 1 days
08	NORTH WEST	
	GM	GREATER MANCHESTER 1 days
10	WALES	
	BG	BRIDGEND 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 186 to 500 (units: sqm)
 Range Selected by User: 100 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 15/11/21

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Axis 76 Water Lane Wilmslow

Licence No: 339901

Secondary Filtering selection:

Use Class:

Not Known	3 days
E(c)	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	2 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
------------	--------

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

Axis 76 Water Lane Wilmslow

Licence No: 339901

LIST OF SITES relevant to selection parameters

1	BG-02-A-01 KENT ROAD BRIDGEND	HAULAGE COMPANY	BRIDGEND
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 300 sqm Survey date: THURSDAY 06/05/21 Survey Type: MANUAL		
2	ES-02-A-11 THE SIDINGS HASTINGS ORE VALLEY	HOUSING COMPANY	EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 186 sqm Survey date: TUESDAY 17/11/15 Survey Type: MANUAL		
3	GM-02-A-10 CHORLEY NEW ROAD BOLTON HEATON	ACCOUNTANTS	GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 500 sqm Survey date: MONDAY 19/04/21 Survey Type: MANUAL		
4	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT	NORFOLK
	Edge of Town Commercial Zone Total Gross floor area: 500 sqm Survey date: WEDNESDAY 13/11/19 Survey Type: MANUAL		

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	372	1.548	4	372	0.202	4	372	1.750
08:00 - 09:00	4	372	2.423	4	372	0.202	4	372	2.625
09:00 - 10:00	4	372	1.817	4	372	0.336	4	372	2.153
10:00 - 11:00	4	372	0.673	4	372	0.538	4	372	1.211
11:00 - 12:00	4	372	0.606	4	372	0.606	4	372	1.212
12:00 - 13:00	4	372	1.077	4	372	1.077	4	372	2.154
13:00 - 14:00	4	372	0.606	4	372	0.740	4	372	1.346
14:00 - 15:00	4	372	0.606	4	372	0.942	4	372	1.548
15:00 - 16:00	4	372	0.202	4	372	0.606	4	372	0.808
16:00 - 17:00	4	372	0.673	4	372	1.817	4	372	2.490
17:00 - 18:00	4	372	0.538	4	372	3.499	4	372	4.037
18:00 - 19:00	4	372	0.673	4	372	1.346	4	372	2.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.442			11.911			23.353

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	186 - 500 (units: sqm)
Survey date date range:	01/01/14 - 15/11/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX 3 – EXISTING USE CAR PARK ACCUMULATION

CAR PARK ACCUMULATION ASSESSMENT

Existing Land Use: B8 - Warehousing (Commercial)

Existing GFA (100m2) 3

No. of required overnight spaces/
Manually adjusted initial occupation no. 0

Hour	Trip Rate In	Trip Rate Out	Vehicle Arrivals	Vehicle Departures	Parking Demand
Time Range					
00:00-01:00	0.000	0.000	0	0	0
01:00-02:00	0.000	0.000	0	0	0
02:00-03:00	0.000	0.000	0	0	0
03:00-04:00	0.000	0.000	0	0	0
04:00-05:00	0.000	0.000	0	0	0
05:00-06:00	0.000	0.000	0	0	0
06:00-07:00	0.000	0.000	0	0	0
07:00-08:00	0.000	0.000	0	0	0
08:00-09:00	0.953	0.127	3	0	2
09:00-10:00	1.017	0.826	3	2	3
10:00-11:00	0.826	0.699	2	2	3
11:00-12:00	0.762	0.762	2	2	3
12:00-13:00	0.762	0.953	2	3	3
13:00-14:00	0.826	0.572	2	2	4
14:00-15:00	0.826	1.017	2	3	3
15:00-16:00	0.508	0.635	2	2	3
16:00-17:00	0.318	0.381	1	1	2
17:00-18:00	0.064	0.762	0	2	0
18:00-19:00	0.000	0.000	0	0	0
19:00-20:00	0.000	0.000	0	0	0
20:00-21:00	0.000	0.000	0	0	0
21:00-22:00	0.000	0.000	0	0	0
22:00-23:00	0.000	0.000	0	0	0
23:00-24:00	0.000	0.000	0	0	0

Maximum Parking Demand: 4

Peak Demand Period: 09:00 - 16:00

axis

Car Park Accumulation / Demand Assessment - Existing
Commercial Unit

16 August 2022

3172-01

Proposed Residential Redevelopment, Swallow Street, Levenshulme

Appendix 3

APPENDIX 4 – LAMBETH METHODOLOGY

LAMBETH COUNCIL PARKING SURVEY GUIDANCE NOTE

1. INTRODUCTION AND POLICY BACKGROUND

Most forms of development have the potential to increase the amount of on-street parking, more commonly known as parking stress. High parking stress can affect highway safety, the free-flow of traffic, amenity, access by emergency services, refuse collection and delivery of goods. Investigation of this impact forms an important part of the Council's analysis of proposed developments and therefore it is essential that enough information is submitted by a developer to allow a full analysis of the issue. An unacceptable increase in parking stress, or the submission of an insufficient level of information, can lead to a recommendation for refusal of a planning application.

Lambeth's policies on parking related to new development are based on the Mayor's London Plan, the Core Strategy and the saved policies of the Council's Unitary Development Plan 2007 (UDP). Developers are particularly advised to read Chapter 6 (London's Transport) of The London Plan, and the policies and standards, particularly Table 6.1 Parking Standards, contained therein. Chapter 6 of The London Plan can be viewed on the GLA's website at the following address:

<http://www.london.gov.uk/shaping-london/london-plan/strategy/chapter6.jsp>

Developers are also advised to read Criteria (f) of Core Strategy Policy S4, and the saved elements of UDP policies 14 and 17, although policy 39 may also be relevant. The Core Strategy and the saved policies of the UDP can be viewed on the Council's website at the following address:

<http://www.lambeth.gov.uk/Services/HousingPlanning/Planning/PlanningPolicy/LDFCoreStrategy.htm>

Ordinarily the Planning Department will not validate a residential planning application without a parking survey. In some cases parking surveys are required for commercial developments as well, depending on the scale and nature of the development. Submitting a survey enables the Council to make an informed decision, within statutory planning timescales, and benefits applicants in obtaining a quick decision.

A developer can propose on-site parking bays up to the maximum stated in Table 6.1 of the London Plan but in areas of high PTAL and within a CPZ a car free development (and permit exempt) would be expected unless acceptable justification is provided. However, even where on-site parking is proposed this may not accommodate all cars generated by a development, so a parking survey may still be required. An assessment of likely car ownership of future occupants can then be undertaken to understand the scale of any overspill parking. The cumulative effect of other consented development in the immediate area will also need to be taken into account when assessing the effect of parking on street.

Advice on whether a survey is required can be obtained from the Council's Transport Planning team by emailing transportplanning@lambeth.gov.uk with details of the proposed development. If a survey is not required a written response will be provided confirming this and should be submitted with the planning application.

2. UNDERTAKING A SURVEY

The following guidelines should be followed when undertaking a survey. If these guidelines are not followed the Council may not be able to make a full and proper assessment of the proposal.

Residential Developments

The Council requires a parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site. For further detail see 'Extent of survey' below.

The survey should be undertaken when the highest number of residents are at home; generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (ie. Monday, Tuesday, Wednesday or Thursday).

Commercial Developments

Surveys for commercial developments should cover an area within 500m walking distance (or a 5 minute walk) of a site. For further detail, see 'Extent of survey' below. Surveys should generally be done during proposed opening hours on an hourly beat basis.

Excluding the extent and time of the surveys the same principles apply as a survey for a residential development as set out below, but developers should contact the Council for further advice.

Survey times

For sites close to any of the following land uses, additional survey times may be necessary:

- Town centre locations: surveys should be undertaken Monday-Wednesday only.
- Regular specific evening uses close to the site (eg. church, etc): additional surveys should be undertaken when these uses are in operation.
- Commercial uses close to the site: morning and early evening surveys may also be required due to conflict with commuter parking. In these cases surveys between the hours of 0700-0830 and 1800-1900 may be required, noting the amount of parking on a 15-minute basis over this time.
- Railway stations/areas of commuter parking: additional morning and evening peak hour surveys will be required in order to assess the impact of commuter parking. These should be done between 0700-0800 and 1730-1830.

Surveys ***should not*** be undertaken:

- in weeks that include Public Holidays and school holidays and it is advised that weeks preceding and following holidays should also be avoided;
- on or close to a date when a local event is taking place locally since this may impact the results of the survey.

In some cases, the hours of the survey may need to be extended or amended. Applicants should contact the Council prior to undertaking a survey if there is any doubt.

Extent of survey

All roads within 200 metres (or 500m for commercial uses) walking distance of the site. Note this area is **NOT** a circle with a 200/500m radius but a 200/500m walking distance as measured along all roads up to a point 200/500m from the site.

Since people are unlikely to stop half way along a road at an imaginary 200/500m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road.

The following areas should be *excluded* from surveys:

- If the site is in a CPZ any parking bays in an adjoining CPZ should be excluded.
- If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ should be excluded.
- Areas that fall outside of Lambeth should be excluded.
- Places where drivers are unlikely to want to park, for example:
 - If there is no possibility of parking somewhere within the 200m boundary
 - If drivers would not wish to park in an area, due to perceived safety issues, or difficulty in accessing the parking for example.

Common sense should be applied in all cases and the extent of the survey area and justification for any amendments should be included in the survey. If inadequate justification is provided for a survey area then amendments may be required or a recommendation made accordingly.

Required Information

The following information should be included in the survey results, to be submitted to the Council:

- The date and time of the survey.
- A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (eg. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc).
- Any unusual observations, e.g. suspended parking bays, spaces out of use because of road works or presence of skips, etc.
- A drawing (preferably scaled at 1:1250) showing the site location and extent of the survey area. All other parking and waiting restrictions such as Double Yellow Lines and Double Red Lines, bus lay-bys, kerb build-outs, and crossovers (vehicular accesses) etc should also be shown on the plan.
- The number of cars parked on each road within the survey area on each night should be counted and recorded in a table as shown below. It would be helpful to note the approximate location of each car on the plan (marked with an X).
- Photographs of the parking conditions in the survey area can be provided to back-up the results. If submitted, the location of each photograph should be clearly marked.

Areas Within A Controlled Parking Zone (CPZ)

Only Resident Permit Holder (RPH) Bays and Shared Bays which allow residents parking (these may be shared with Pay-and-Display parking and/or Business Permit Holders) should be counted.

To calculate parking capacity each length of parking bay must be measured and then converted into parking spaces by dividing the length by 5 (each vehicle is assumed to measure 5m) and rounding down to the nearest whole number. For example a parking bay measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each separate parking bay must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of parking spaces	No. of RPH parking spaces	No. of cars parked in RPH bays	RPH Parking Stress (%)
A Street	350	70	70	100
B Street	250	50	40	80
C Street	150	30	10	33
Total	750	150	120	80

A separate note should be made of any areas where cars can legally park overnight. These are generally Single Yellow Lines or Single Red Lines (SYL/SRL) or short term parking or Pay-and-Display bays (ST). The number of cars parked in these areas should be counted and presented separately.

Areas Not In A Controlled Parking Zone (CPZ)

All areas of unrestricted parking should be counted. To calculate parking capacity each length of road between obstructions (such as crossovers, kerb build-outs, yellow lines, etc) must be measured and then converted into parking spaces by dividing the length by 5 and rounding down to the nearest whole number. For example a length of road measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each section of road must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The distance between crossovers should be measured in units of 5m. For example, if the distance between 2 crossovers or a crossover and a junction is 12m then only 10m should be counted in the survey, and any space between crossovers measuring less than 5m should be discounted from the calculation. For reasons of highway safety, the first 5m from a junction should also be omitted from the calculation.

A map or plan showing the measurements used in calculating parking capacity should be supplied so that this can be verified by the Council. The parking survey may not be accepted if this is not supplied.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of kerb space	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked on unrestricted length of road	Unrestricted Parking Stress (%)
A Street	400	350	70	70	100
B Street	300	250	50	40	80
C Street	200	150	30	10	33
Total	900	750	150	120	80

UNDERSTANDING THE RESULTS

The results of the parking survey will be analysed by the Council in accordance with the London Plan and saved policies in the Council's UDP, any Supplementary Planning Documents produced by the Council in relation to parking, and any other Transport policy guidance produced by the Council, Transport for London, or nationally.

The Council will also take into consideration the impact of any recently permitted schemes in determining the acceptability or not of each proposed development.

Note that stress levels of over 100% stress (or 100% occupancy level) are possible. This is because small cars may need less space than 5 metres to park, meaning that additional cars can be accommodated.

FURTHER ASSISTANCE

For further assistance or explanation please contact the Council's Transport Planning and Strategy team at the address below

Spanish

Si desea esta información en otro idioma, rogamos nos llame al 020 7926 2618.

Portuguese

Se desejar esta informação noutro idioma é favor telefonar para 020 7926 2618.

Yoruba

Tí ẹ ba fẹ ìmoràn yí, ní èdè Òmíràn, ẹjọ, ẹ kàn wà l'ágogo 020 7926 2618.

French

Si vous souhaitez ces informations dans une autre langue veuillez nous contacter au 020 7926 2618.

Bengali

এই তথ্য অন্য কোনো ভাষায় আপনার প্রয়োজন হলে অনুগ্রহ করে ফোন করুন 020 7926 2618.

Twi

Se woƿe saa nkaeboy yi wo kasa foforo mu a fre 020 7926 2618.

Lambeth Council

Transport Planning & Strategy

1st Floor Blue Star House

234-244 Stockwell Road

London SW9 9SP

Telephone: 020 7926 9000

Fax: 020 7926 9001

Email: transportplanning@lambeth.gov.uk

www.lambeth.gov.uk

APPENDIX 5 – PARKING BEAT SURVEY RESULTS

LEVENSHULME, MANCHESTER - 'LAMBETH' PARKING SURVEY

TUESDAY 25 JANUARY 2022

WEDNESDAY 26 JANUARY 2022

A6 Stockport Road

Area	Jean Close - Park Grove							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
03:00	0	0	0	0	0	0	0	0

Cap.	0	DYL	-	0	DYL	-	0	-
------	---	-----	---	---	-----	---	---	---

Park Grove - Matthews Lane

Area	Park Grove - Matthews Lane							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
03:00	0	0	0	0	0	0	0	0

Cap.	0	DYL	-	0	DYL	-	0	-
------	---	-----	---	---	-----	---	---	---

Matthews Lane - Pennington Street

Area	Matthews Lane - Pennington Street							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
03:00	0	0	0	0	0	0	0	0

Cap.	0	DYL	-	0	DYL	-	0	-
------	---	-----	---	---	-----	---	---	---

Pennington Street - Longdon Road

Area	Pennington Street - Longdon Road							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
03:00	0	0	0	0	0	0	0	0

Cap.	3	SYL	-	0	DYL/BL	-	3	-
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Longden Road - Crowcroft Road

Area	Longden Road - Crowcroft Road							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
03:00	0	0	0	0	0	0	0	0

Cap.	24	SYL	-	29	SYL	-	53	-
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Total

Area	Total							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
03:00	0	0	0	0	0	0	0	0

Cap.	27	-	-	29	-	-	56	-
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A6 Stockport Road

Area	Jean Close - Park Grove							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
04:00	0	0	0	0	0	0	0	0

Cap.	0	DYL	-	0	DYL	-	0	-
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Park Grove - Matthews Lane

Area	Park Grove - Matthews Lane							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
04:00	0	0	0	0	0	0	0	0

Cap.	0	DYL	-	0	DYL	-	0	-
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Matthews Lane - Pennington Street

Area	Matthews Lane - Pennington Street							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
04:00	0	0	0	0	0	0	0	0

Cap.	0	DYL	-	0	DYL	-	0	-
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Pennington Street - Longdon Road

Area	Pennington Street - Longdon Road							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
04:30	0	0	0	0	0	0	0	0

Cap.	3	SYL	-	0	DYL/BL	-	3	-
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Longden Road - Crowcroft Road

Area	Longden Road - Crowcroft Road							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
04:30	0	0	0	0	0	0	0	0

Cap.	24	SYL	-	29	SYL	-	53	-
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Total

Area	Total							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
04:30	0	0	0	0	0	0	0	0

Cap.	27	-	-	29	-	-	56	-
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LEVENSHULME, MANCHESTER - 'LAMBETH' PARKING SURVEY

TUESDAY 25 JANUARY 2022

WEDNESDAY 26 JANUARY 2022

Pennington Street

Area	A6 Stockport Road - Siddall Street							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
03:15	0	0	0	0	0	0	0	0

Cap.	6	-	-	4	-	-	10	-
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Area	Siddall Street - End of Road							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
03:15	8	57	0	5	31	0	13	43

Cap.	14	-	-	16	-	-	30	-
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Area	Total							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
03:15	8	40	0	5	25	0	13	33

Cap.	20	-	-	20	-	-	40	-
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Pennington Street

Area	A6 Stockport Road - Siddall Street							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
04:15	0	0	0	0	0	0	0	0

Cap.	6	-	-	4	-	-	10	-
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Area	Siddall Street - End of Road							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
04:15	8	57	0	6	38	0	14	47

Cap.	14	-	-	16	-	-	30	-
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Area	Total							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
04:15	8	40	0	6	30	0	14	35

Cap.	20	-	-	20	-	-	40	-
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Swallow Street

Area	A6 Stockport Road - Siddall Street							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
03:15	0	0	0	1	20	0	1	11

Cap.	4	-	-	5	-	-	9	-
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Area	Siddall Street - End of Road							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
03:15	8	73	0	8	62	0	16	67

Cap.	11	-	-	13	-	-	24	-
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Area	Total							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
03:15	8	53	0	9	50	0	17	52

Cap.	15	-	-	18	-	-	33	-
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Swallow Street

Area	A6 Stockport Road - Siddall Street							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
04:15	0	0	0	1	20	0	1	11

Cap.	4	-	-	5	-	-	9	-
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Area	Siddall Street - End of Road							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
04:15	6	55	0	10	77	0	16	67

Cap.	11	-	-	13	-	-	24	-
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Area	Total							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
04:15	6	40	0	11	61	0	17	52

Cap.	15	-	-	18	-	-	33	-
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LEVENSHULME, MANCHESTER - 'LAMBETH' PARKING SURVEY

TUESDAY 25 JANUARY 2022

WEDNESDAY 26 JANUARY 2022

Park Grove

Area	A6 Stockport Road - Ark Street							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
02:45	3	30	0	2	20	0	5	25

Park Grove

Area	A6 Stockport Road - Ark Street							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
04:00	2	20	0	3	30	0	5	25

Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
03:30	2	33	0	4	50	0	6	43

Cap.	6	-	-	8	-	-	14	-
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Area	Linwood Grove - Slade Hall Road							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
03:30	10	67	0	17	94	0	27	82

Cap.	15	-	-	18	-	-	33	-
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Area	Total							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
03:30	13	50	0	21	68	0	34	60

Cap.	26	-	-	31	-	-	57	-
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Un-named Access Road								
Area	Pennington Street - End of Road							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
03:15	0	0	0	0	0	0	0	0

Cap.	3	-	-	3	-	-	6	-
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Crowcroft Road								
Area	A6 Stockport Road - End of Zone							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
03:30	2	100	0	0	0	0	2	40

Cap.	2	-	-	3	-	-	5	-
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LEVENSHULME, MANCHESTER - 'LAMBETH' PARKING SURVEY

TUESDAY 25 JANUARY 2022

Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
04:15	2	33	0	5	63	0	7	50

Cap.	6	-	-	8	-	-	14	-
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Area	Linwood Grove - Slade Hall Road							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
04:15	8	53	0	16	89	0	24	73

Cap.	15	-	-	18	-	-	33	-
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Area	Total							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
04:15	11	42	0	21	68	0	32	56

Cap.	26	-	-	31	-	-	57	-
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Un-named Access Road								
Area	Pennington Street - End of Road							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
04:15	1	33	0	0	0	0	1	17

Cap.	3	-	-	3	-	-	6	-
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Crowcroft Road								
Area	A6 Stockport Road - End of Zone							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
04:30	1	50	0	0	0	0	1	20

Cap.	2	-	-	3	-	-	5	-
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WEDNESDAY 26 JANUARY 2022

Longden Road								
Area	A6 Stockport Road - Leedale Street							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
03:45	0	0	0	3	50	0	3	33

Cap.	3	-	-	6	-	-	9	-
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Area	Leedale Street - Hannah Street							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
03:45	3	60	0	4	67	0	7	64

Cap.	5	-	-	6	-	-	11	-
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Longden Road								
Area	A6 Stockport Road - Leedale Street							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
04:45	0	0	0	4	67	0	4	44

Cap.	3	-	-	6	-	-	9	-
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Area	Leedale Street - Hannah Street							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
04:45	4	80	0	2	33	0	6	55

Cap.	5	-	-	6	-	-	11	-
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Area	Hannah Street - Spring Street							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
03:45	6	86	0	4	80	0	10	83

Cap.	7	-	-	5	-	-	12	-
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Area	Spring Street - End of Zone							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
03:45	4	100	0	4	100	0	8	100

Cap.	4	-	-	4	-	-	8	-
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Area	Total							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
03:45	13	68	0	15	71	0	28	70

Cap.	19	-	-	21	-	-	40	-
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Area	Hannah Street - Spring Street							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
04:45	6	86	0	5	100	0	11	92

Cap.	7	-	-	5	-	-	12	-
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Area	Spring Street - End of Zone							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
04:45	4	100	0	4	100	0	8	100

Cap.	4	-	-	4	-	-	8	-
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Area	Total							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
04:45	14	74	0	15	71	0	29	73

Cap.	19	-	-	21	-	-	40	-
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Leedale Street								
Area	Longden Road - End of Road							
Side	NW	% Cap.	ILL	SE	% Cap.	ILL	Total	% Cap.
03:45	4	44	0	1	14	0	5	31

Cap.	9	-	-	7	-	-	16	-
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Leedale Street								
Area	Longden Road - End of Road							
Side	NW	% Cap.	ILL	SE	% Cap.	ILL	Total	% Cap.
04:45	3	33	0	1	14	0	4	25

Cap.	9	-	-	7	-	-	16	-
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LEVENSHULME, MANCHESTER - 'LAMBETH' PARKING SURVEY

TUESDAY 25 JANUARY 2022

WEDNESDAY 26 JANUARY 2022

Hannah Street								
Area	Longden Road - Ollier Avenue							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
03:45	5	63	0	3	75	0	8	67

Cap.	8	-	-	4	-	-	12	-
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Area	Olliver Avenue - End of Road							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
03:45	4	57	0	4	67	0	8	62

Cap.	7	-	-	6	-	-	13	-
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Area	Total							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
03:45	9	60	0	7	70	0	16	64

Hannah Street								
Area	Longden Road - Ollier Avenue							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
04:45	6	75	0	2	50	0	8	67

Cap.	8	-	-	4	-	-	12	-
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Area	Olliver Avenue - End of Road							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
04:45	4	57	0	4	67	0	8	62

Cap.	7	-	-	6	-	-	13	-
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Area	Total							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
04:45	10	67	0	6	60	0	16	64

Cap.	15	-	-	10	-	-	25	-
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Cap.	15	-	-	10	-	-	25	-
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Ollier Avenue

Area	Hannah Street - End of Zone						
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total % Cap.
03:45	6	100	0	6	75	0	12 86

Area	Hannah Street - End of Zone						
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total % Cap.
04:45	5	83	0	6	75	0	11 79

Cap.	6	-	-	8	-	-	14	-
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Cap.	6	-	-	8	-	-	14	-
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Delafield Avenue

Area	Longden Road - End of Road						
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total % Cap.
03:45	7	100	0	6	75	0	13 87

Area	Longden Road - End of Road						
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total % Cap.
05:00	7	100	0	7	88	0	14 93

Cap.	7	-	-	8	-	-	15	-
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Cap.	7	-	-	8	-	-	15	-
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LEVENSHULME, MANCHESTER - 'LAMBETH' PARKING SURVEY

TUESDAY 25 JANUARY 2022

WEDNESDAY 26 JANUARY 2022

Spring Street

Area	Longden Road - End of Road						
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total % Cap.
03:45	9	100	0	9	100	-	9 50

Area	Longden Road - End of Road						
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total % Cap.
05:00	9	100	0	8	89	-	9 50

Cap.	9	-	-	9	-	-	18	-
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Cap.	9	-	-	9	-	-	18	-
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Matthews Lane

Area	A6 Stockport Road - Un-named Access Road						
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total % Cap.
04:00	0	0	0	0	0	0	0 0

Area	A6 Stockport Road - Un-named Access Road						
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total % Cap.
05:00	0	0	0	0	0	0	0 0

Cap.	0	DYL	-	0	DYL	-	0	-
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Cap.	0	DYL	-	0	DYL	-	0	-
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Area	Un-named Access Road - Deepcar Street						
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total % Cap.
04:00	0	0	0	0	0	0	0 0

Area	Un-named Access Road - Deepcar Street						
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total % Cap.
05:00	0	0	0	0	0	0	0 0

Cap.	0	DYL	-	0	DYL	-	0	-
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Cap.	0	DYL	-	0	DYL	-	0	-
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Area	Deepcar Street - End of Zone							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
04:00	0	0	0	2	100	0	2	67

Cap.	1	SYL	-	2	-	-	3	-
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Area	Total							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
04:00	0	0	0	2	100	0	2	67

Cap.	1	-	-	2	-	-	3	-
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Area	Deepcar Street - End of Zone							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
05:00	0	0	0	1	50	0	1	33

Cap.	1	SYL	-	2	-	-	3	-
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Area	Total							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
05:00	0	0	0	1	50	0	1	33

Cap.	1	-	-	2	-	-	3	-
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Deepcar Street								
Area	Matthews Lane - End of Zone							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
04:00	3	100	0	3	100	0	6	100

Cap.	3	-	-	3	-	-	6	-
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Deepcar Street								
Area	Matthews Lane - End of Zone							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
05:00	3	100	0	2	67	0	5	83

Cap.	3	-	-	3	-	-	6	-
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LEVENSHULME, MANCHESTER - 'LAMBETH' PARKING SURVEY

TUESDAY 25 JANUARY 2022

WEDNESDAY 26 JANUARY 2022

Jean Close								
Area	A6 Stockport Road - End of Zone							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
04:00	0	0	3	0	0	0	0	0

Cap.	0	DYL	-	0	DYL	-	0	-
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Jean Close								
Area	A6 Stockport Road - End of Zone							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
05:15	0	0	2	0	0	0	0	0

Cap.	0	DYL	-	0	DYL	-	0	-
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Area	Grand Total							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
-	98	50	0	99	49	0	197	49

Cap.	195	-	-	204	-	-	399	-
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Area	Grand Total							
Side	North	% Cap.	ILL	South	% Cap.	ILL	Total	% Cap.
-	95	49	0	103	50	0	198	50

Cap.	195	-	-	204	-	-	399	-
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Un-named Access Road (Asda Car Park)								
Area	Matthews Lane - End of Road							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
04:00	1	17	0	1	5	0	2	7

Cap.	6	-	-	22	-	-	28	-
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Un-named Access Road (Asda Car Park)								
Area	Matthews Lane - End of Road							
Side	West	% Cap.	ILL	East	% Cap.	ILL	Total	% Cap.
05:00	0	0	0	2	9	0	2	7

Cap.	6	-	-	22	-	-	28	-
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