

ONSITE and SURROUNDING STREET PARKING SURVEY

June/July 2022

For Mr Azhar Waheed
Of 81 Beresford Road, Manchester, M13 0GX
In support of: Planning Application ref 133080/FO/2022



1. INTRODUCTION

This survey has been carried out by the applicant in support of their planning application to extend and remodel the existing building and its grounds. The current situation on site and on the surrounding streets is not optimized and this results in underuse of the onsite parking and anti social and uncontrolled street parking, often blocking pavements and causing issues for the local residences and businesses.

The proposed changes seek to make the onsite parking more usable and regularize the on street parking by creating defined lay-bys in the public realm.

2. SITE LOCATION

In terms of general vehicular accessibility, the site is located less than 1.0km of the A6 and the A34, main North South routes between Manchester town centre and Stockport/Wilmslow. Longsight District Centre is close by and the immediate vicinity is a secondary shopping and amenity hub serving local residents mainly.

The site is surrounded on three sides by residential roads. To the north Duncan Road, a residential street 7m wide with 2.4m footpath to either side. To the south Farrer Road, is also a residential street 6m wide with a 3m footpath to the north and a 2.0m path to the south.

The principal site frontage is to Beresford Road on the west. This was a wider local distributor road with mixed retail community and residential uses along it, but has had various speed restriction and width reduction street works over recent years, resulting in a one way priority road in front of the site of 5m width with 4m wide footpath to the west and 3.6m footpath to the east side. The widths of the footpaths encourage local residents to park on the pavements on both sides, restricting pedestrian routes to less than 2m. see **Figure 1**.



Figure 1: Site Location

3.EXISTING PARKING

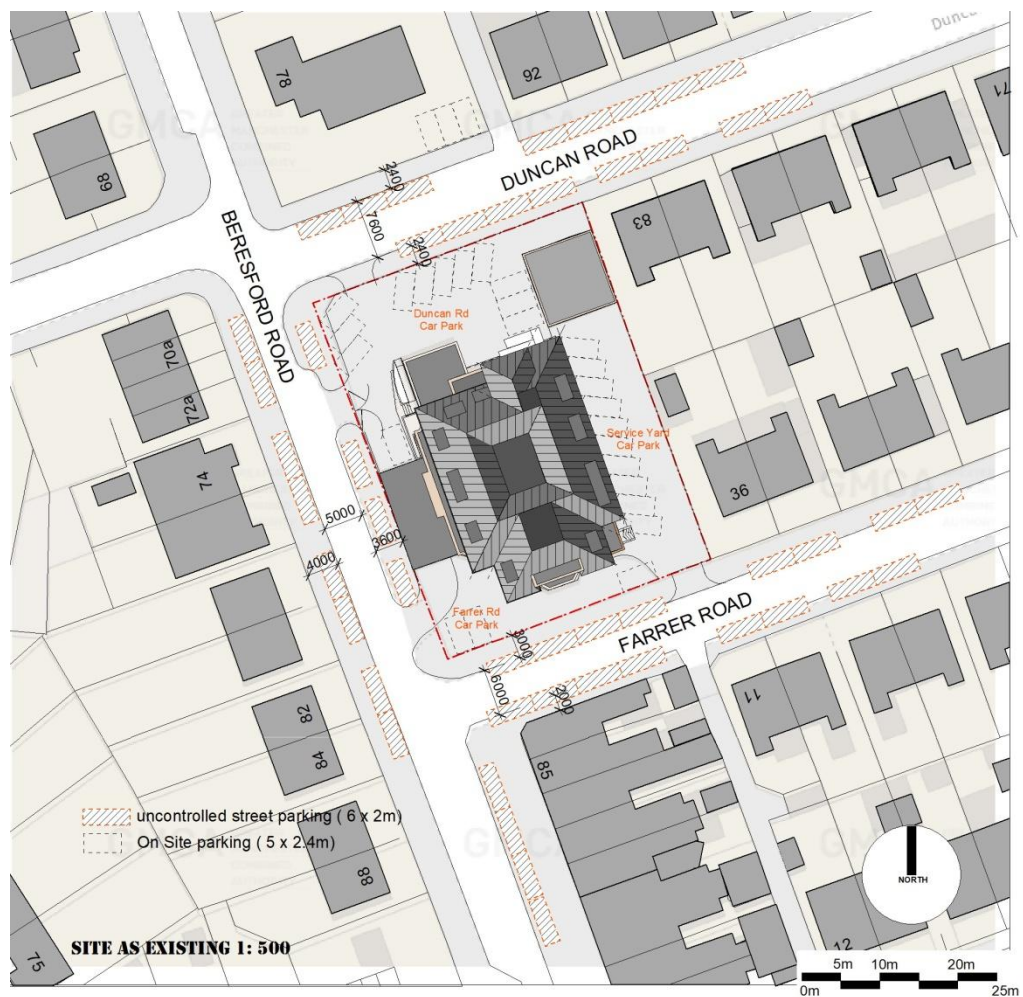
3.1 On Site Parking: There are three main areas of parking for staff and visitors.

To the north the Duncan road car park is accessed from Beresford road and exits on to Duncan rd. It provides 12 daytime parking spaces for visitors to the retail and office units in the ground and first floors. This is rarely full except on Friday lunchtime prayers when it is used by visitors to the local mosques.

To the rear (east) is the staff parking and service yard, accessed from Farrer Rd. This provides 9 spaces but is rarely used by more than 1-2 staff vehicles during the day and also provides overnight parking for the residents in the second floor accommodation, usually only 1 -2 spaces.

To the south and west is an area of tarmac used occasionally as service parking, accessed from Beresford Rd and Farrer Rd. This is rarely used except for occasional service van loading to the veg retail store.

3.2 On Street Parking: Street parking all around the site is uncontrolled and there is a lot of parking on the pavements, some half on half off and some wholly on the wide paths to Beresford road. **See fig.2&3**





Aerial view 2022



Aerial view march 2021



Aerial view April 2020



Aerial view May 2019



Aerial view April 2018



Aerial view Mar 2017



Aerial view Mar 2016



Aerial view June 2009

Fig 3: Street parking and Onsite parking levels over the last few years

From fig 3 it can be seen that over the years the level of street parking has been fairly consistent whether the onsite parking is in use or not and that the onsite parking is rarely full. There are around 12 unofficial on pavement parking spaces on the pavements immediately around the site, not including the spaces on the opposite sides of the roads. Most of these appear to be used by local residents for overnight parking. The recent photographic survey of the site car parks at various times of day shows that the street parking is consistent at all times of day and night.

4. PHOTO SURVEY

4.1 Duncan Rd/Beresford Rd Car park: This is the parking area for visitors to the retail units and offices. Security camera photos over a period from 3rd June to 18th June show that the only time that the 12 spaces were full was at lunch time on Friday. The average daytime occupancy over the week was 2/3 except for Friday 3rd June when it was 11 at 1pm and back down to 2 at 2pm. The evening occupancy post 18:00 was 1 (owner not known to the applicant) Overnight street parking is clearly shown on the images.



Monday - 13 June 22



Tuesday - 14 June 22



Wednesday- 15 June 22



Thursday- 16 June 22



Saturday- 18 June 22

4.2 Farrer Rd/Service yard Carpark : This is the parking area for staff and deliveries, accessed from Farrer rd. Security camera photos over a period from 3rd June to 18th June show that the maximum occupancy even on Friday lunchtime is only 4 cars . The average daytime occupancy over the week is 2(1 staff and 1 resident). The evening occupancy post 18:00 was 1 (resident).



5. CONCLUSION

The existing onsite parking is underutilized and the proposed extension of the retail areas will not make the onsite parking worse. The parking to the Farrer Road side of the site is not used at all and would not be missed if it was converted to the communal garden/terrace proposed.

Service vehicles and staff parking will be adequately catered for in the rear service yard and daytime visitor and resident parking will be catered for in the Duncan road car park.

The principal cause of traffic issues in the area is caused by on street parking by local residents not by users of the shops and offices.

The introduction of controlled parking lay-bys into the footpaths and roads on Beresford, Farrer and Duncan Roads would help regularize street parking and prevent pedestrian routes being blocked.

The proposals also provide secure cycle parking spaces encouraging less use of cars for site visits.

