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Highways & Car Parking Update Note

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Highways & Car Parking Update Note

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1. Introduction

This Note has been produced in response to comments and queries raised by Bury Council at a meeting on Thursday 21st March 2024, the note focuses on the car parking provision for the proposed new development at Prestwich Village.

The note initially reiterates the existing car parking provision, parking proposals and anticipated occupancy as previously described in the Transport Assessment and then goes on to suggest an alternative approach to permitting which would optimise the efficiency of the proposed new Travel Hub and also includes a succinct response to Frequently Asked Questions.

The note was initially issued on 3 April 2024 and has been revised to capture the increase in parking provision proposed, with the Travel Hub now proposed to accommodate 26 additional parking spaces, all of which will be for residents of the Prestwich Village development. This will take the total residential provision to 89 spaces, with 63 spaces to be provided in the Travel Hub and 26 spaces on plot.

This updated note also includes a clarification that the change in the number of parking spaces proposed does not impact the trip generation methodology of the Transport Assessment issued with the planning application, and therefore the conclusion of the Transport Assessment that the impact of the proposed development is not significant is unchanged.

2. Existing Car Parking Provision and Occupation

The current number of parking spaces within the redline is 359 spaces. Multiple parking surveys were undertaken in 2023 in January, June and July, prior to the submission of the planning application.

The next highest occupancy recorded in January was 300 (83.5%) on the Thursday and the next highest in a neutral month (as would normally be used for transport assessment) is 273 (76%) on a Friday in June.

The profile of car parking occupancy on the January Friday for both car parks can be seen in Figure 1 below with 43 vehicles parked overnight and the occupancy exceeding 250 between 9.30am and 4pm but with capacity throughout the day. The occupancy profile across other surveyed days is similar but with a lower peak demand.

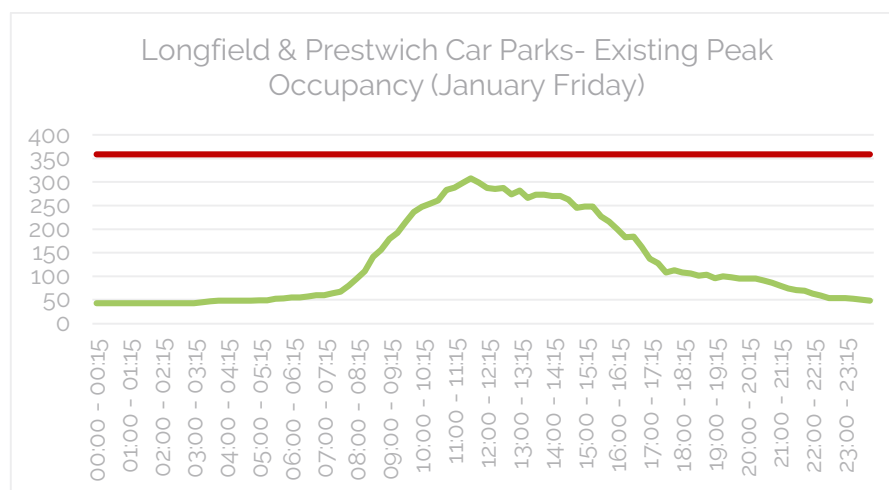


Figure 1- Longfield & Prestwich Car Parks – Existing Occupancy

Of the car park occupants on Friday 13th January:

- 84No. were identified as long stay (duration of stay longer than 6hrs)
- Peak demand for short/medium stay was 224 spaces
- Of the short stay parking 40% have been assumed to be visiting premises within the red edge and 60% outside of the red edge (the rest of Prestwich Village)

The Occupied GFA within the redline is 5,269m² (as confirmed by Bury Council on 14th November 2023).

3. Proposed Car Parking Provision

3.1 Town Centre (non-residential provision)

The proposed number of car parking spaces within the redline is 341 spaces, with 301 spaces being proposed within the Travel Hub and 41 spaces within the landscape and building footprints across the development, 253 of these spaces are currently proposed for use by town centre visitors with the remaining 89 proposed for use by new residents.

The number of spaces has been arrived at based on the following methodology (as agreed with Bury Council in June 2023):

- 50% of the existing long stay car parking has been allowed for on the basis that car parking long stay charges will be introduced to deter use of the Travel Hub as a Metrolink park and ride. Therefore it has been assumed that 42 spaces will be occupied by people staying for longer than 6 hrs.
- All of those people using the existing car parks and visiting the areas outside of the redline have been allowed for as such there is an allowance for 134 people continuing to use the Travel Hub as they do today and visiting destinations outside of the redline.
- Current proposed GFA within the redline is 5,617m² which is a factor of 1.067 higher than the existing GFA. If applied directly as a ratio to the number of people using the Travel Hub that have been assumed to be visiting the premises within the redline this would result in a requirement for 90 spaces, however this does not account for the changes in use with the introduction of a gym and F&B attracting visitors outside of the day time peak, an anticipated increase in linked trips, and modal shift meaning fewer people will drive to the town centre, as such a modest 15% reduction in peak hour parking was applied to this figure and demand calculated at 82 spaces for people visiting premises within the redline during the peak hour.

Based on the above figures the total demand for spaces during the peak hour for visitors to the town centre (both long and short stay) will be for 257 spaces compared to 308 in the existing scenario. This has reduced by 42 spaces due to the reduction in long stay parking resulting from the introduction of long stay parking charges, and a further 9 spaces due to the nature of the businesses and modal shift with more of the shorter journeys being made on foot and by bicycle (surveys have shown that 31.1% of visitors to the town centre travel between 0 and 2.5 miles from their homes).

The legal agreement secured as part of the planning application will require surveys to be undertaken of defined surrounding streets (see Transport Assessment) and the introduction of a Resident's Parking Permit Scheme, or similar, to prevent people from trying to avoid the charges by parking on local streets, if required. This approach has been adopted by Bury Council elsewhere in the Borough.

It was confirmed at the meeting that Bury Council were comfortable with the quantum of parking provided to serve town centre (non-residential) uses although it was requested that a sensitivity analysis was undertaken on the assumed 40/60% split between people visiting the premises within the redline and visiting premises outside the redline respectively, this sensitivity test has been undertaken and demonstrated that if the % of people visiting premises within the redline was increased to 60% then the anticipated car park occupancy levels would actually decrease marginally as such this is not considered to have a material impact on the assessment..

3.2 Residential Parking Provision

There are up to 210 new homes proposed as part of the outline element of the proposed development and it is proposed that up to 42% of the home owners/renters will be able to obtain a permit which will allow them to store their car within the Trave Hub, or on plot, at all times, this equates to 89 dedicated residential car parking spaces.

The decision to provide these 89 dedicated spaces has been informed by the following data/evidence.

Case Study & Precedent Developments

Case studies as included in the Transport Assessment which are of a similar scale, similar level of accessibility, similar demographic and similar prevailing car ownership in the relevant local areas are shown in Table 1 below. All of these examples have received planning approval in the last 3 years. The data has also been updated to include Radius as requested which has a much higher provision but was submitted for Planning around 20 years ago and as such is not considered to be a relevant precedent.

Table 1 – Precedent Development- Parking Provision v's Accessibility

Development, Location	GMAL ¹	Parking Ratio	Accessibility Notes
Velocity, Talbot Road, Trafford	7	Car free	Does not benefit from proximity to town centre uses. Well connected by bus.
Goods Yard, Stoke-on-Trent	n/a	Car free	Does not benefit from proximity to town centre uses. Well connected by rail, cycle and bus.

¹ Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

Development, Location	GMAL ¹	Parking Ratio	Accessibility Notes
Liverpool Waters, Liverpool	n/a	0.2	This is a new, low-car, sustainable new neighbourhood north of the city centre in Liverpool, and a parking ratio of 0.2 has been agreed in principle with council officers subject to a proactive Travel Plan being implemented.
Dock 5, Salford	6-7	0.22	Longer walk to tram stop than proposed development, no town centre uses on doorstep.
Stretford town centre redevelopment, Trafford	7	0.25	Comparable to proposed development, regeneration of existing town centre, with provision of new residential parking provided in MSCP.
Kellogg's Development, Trafford	7	0.25	As per Velocity
Proposed Prestwich Village Redevelopment	6	0.42	Benefits from proximity to town centre. Well connected by bus and tram. Travel Plan to encourage low-car lifestyles.
Ordnance Lane, York	n/a	0.33	This is a 20-minute walk from York city centre. Well connected by bus.
Radius, Prestwich	6	0.8	Adjacent to the proposed development but designed over 20 years ago and not considered a relevant example of progressive, sustainable development.

Planning Policy Context

The following policies are of particular relevance to this matter:

Paragraph 112 of the NPPF states that 'in town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists'.

Paragraph 115 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'.

Paragraph 116 states 'applications for development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'.

Policy JP-C8 of the newly adopted Places for Everyone Plan states that 'new development will be required to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments'.

Development Brief and Developer Experience

The proposal is informed by the sustainability aspirations of the JV Developer to promote walking and cycling and in response to national and local policy and is supported by numerous stakeholders and consultees.

The Developer is confident, based on their significant experience elsewhere, that the proposed quantum of dedicated car parking is sufficient for a location that has excellent access to public transport.

Communication to Prospective Residents

The availability of car parking will be made clear to residents when deciding to move into the development and as such they will be aware when taking the decision to move to the development that unless they purchase a permit then they will not have a space to store their car in the Travel Hub or on plot.

If a Resident's Parking Permit scheme is implemented to prevent parking on neighbouring streets (as referred to above) then this will mean that there is no option to park on street and as such there will be no impact on neighbouring properties.

4. Anticipated Car Parking Occupancy

The analysis of the anticipated car parking occupancy and spare capacity are included in the Transport Assessment and have been informed primarily by the "worst case" (busiest day) survey data which was taken on a Friday in January, which is a non-neutral month and would not normally be used to inform a Transport Assessment due to more people than normal using their cars for travel in the month, as such the assessment is conservative.

Based on the survey data the peak occupancy (at which the car parking would reach capacity) lasts for around half an hour and outside of that time there would be a significant amount of spare capacity. The anticipated occupancy trend based on the January Friday data is illustrated in Figure 2 below, The occupancy profile across other surveyed days is similar with a lower peak demand.

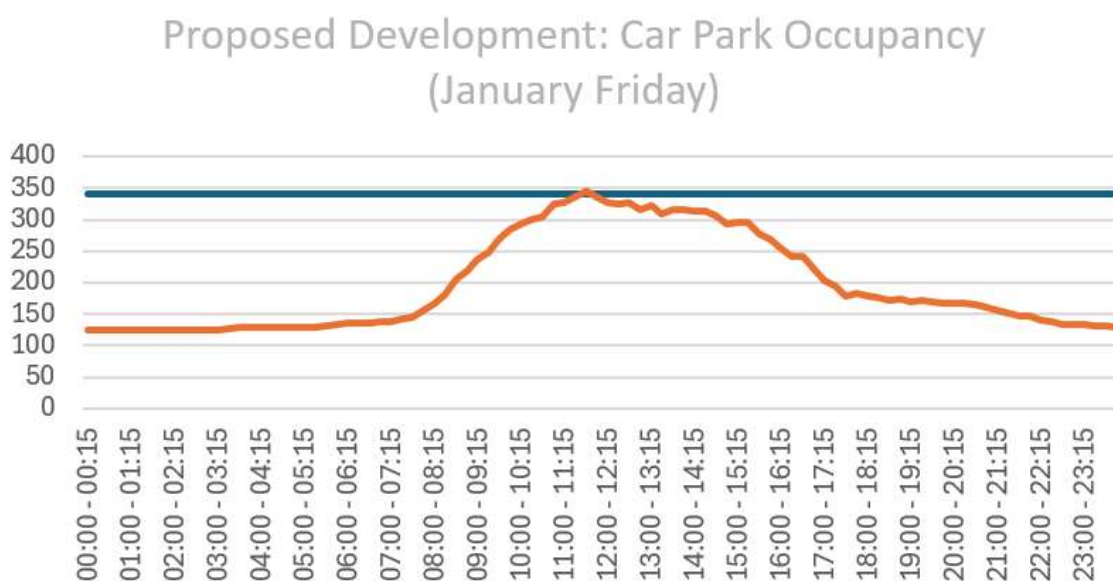


Figure 2- Proposed Development Car Parking Occupancy based on January Friday data

The anticipated occupancy (including 89 residential spaces) and spare capacity at peak times and in the evenings and at weekends post development is included in Table 2 below:

Table 2 Proposed Development car parking occupancy and capacity

Time/Date	Maximum occupancy	Spare Capacity	Total theoretical residential provision*
January Friday 11:30am-11:45am	347	-5	42%
June Friday 11:30am-11:45am	319	24	53%
January Friday 5.30pm-8am	178	164	120%
June Friday 5.30pm-8am	189	153	115%
June Saturday	283	59	70%

** on the basis that the empty spaces could be occupied by residents*

Based on the data above it is evident that the potential availability of spaces within the Travel Hub for cars associated with the residential development ranges from 42% (89 spaces as currently proposed) in the January peak 15 minutes, to 120% overnight and 70% availability during the Saturday Peak.

This presents an opportunity to optimise the parking strategy to achieve maximum efficiency and increase provision for both residents and town centre visitors at the time when the spaces will be in highest demand for the different users. An alternative approach to permitting is described in Section 5 below.

5. Alternative Permitting Proposal for Residential Development

Whilst 42% residential provision is proposed there is an opportunity to refine this strategy to achieve more efficient use of the spare capacity within the Travel Hub.

The alternative strategy would see the number of residential permits increase but time limits introduces which would mean the spaces could be utilised by town centre visitors outside of the designated hours, specifically during the day when the peak demand for town centre visitors occurs and residents are more likely to be at work or away from their home.

Under this approach an area of the Travel Hub would be designated for residents' parking only between the hours of (say) 4pm and 10am. Residents could theoretically leave their car throughout the day and would still not be charged but when they left their space to go to work, or elsewhere then town centre visitors would be able to park in the vacated space. This approach would result in both more designated parking for new residents *and* more capacity for town centre visitors

In order for a time limited approach to be optimised it would require monitoring surveys to be undertaken in operation, as such it is proposed that the Applicant commits through the planning application to providing a minimum of 42% residential parking provision and a maximum of 60%, on a time limited basis, with provision over and above the initial 42% being based on resident demand and post occupation survey of the Travel Hub.

6. Change in Travel Hub Proposals – Impact on Transport Assessment Conclusion

The trip generation of the proposed development was calculated and presented in the Transport Assessment submitted with the planning application. The calculations are based on quantum of development, i.e. gross floor area of commercial development, and number of residential units, and is not based on the number of parking spaces, and therefore not affected by the increase in parking now proposed at the Travel Hub (now 301 spaces).

This means that the trips generated by the proposed development is not affected, and the input to and outcome of the junction modelling presented in the Transport Assessment is also therefore unchanged.

The conclusion of the Transport Assessment that the impact of the development on the highway network is not significant, is unchanged.

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