

Technical Note

20 MELLALIEU STREET – CAR PARKING SURVEY

Project Reference: 231101

Client: NW Property

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1 Introduction

1.1 Background

- 1.1.1 This Highways Note (HN) considers the parking impacts associated with the conversion of an existing basement at 20 Mellalieu Street, Middleton to a self-contained 1 bedroom apartment.
- 1.1.2 It is understood that the local planning authority, Rochdale Borough Council have raised concerns about the ability of the road to accommodate the potential car parking demand arising from the proposals.
- 1.1.3 Fastnet have been commissioned to carry out and report on car parking surveys carried out along Mellalieu Street to determine the on-street car parking availability.
- 1.1.4 Almost all of the existing residential dwellings along Mellalieu Street do not benefit from off-road parking with residents required to park on-street.

1.2 Purpose of Report

- 1.2.1 The purpose of this report is to consider the level of existing on-street parking in Mellalieu Street in the vicinity of the site, and its ability to accommodate the demand from the proposed development.

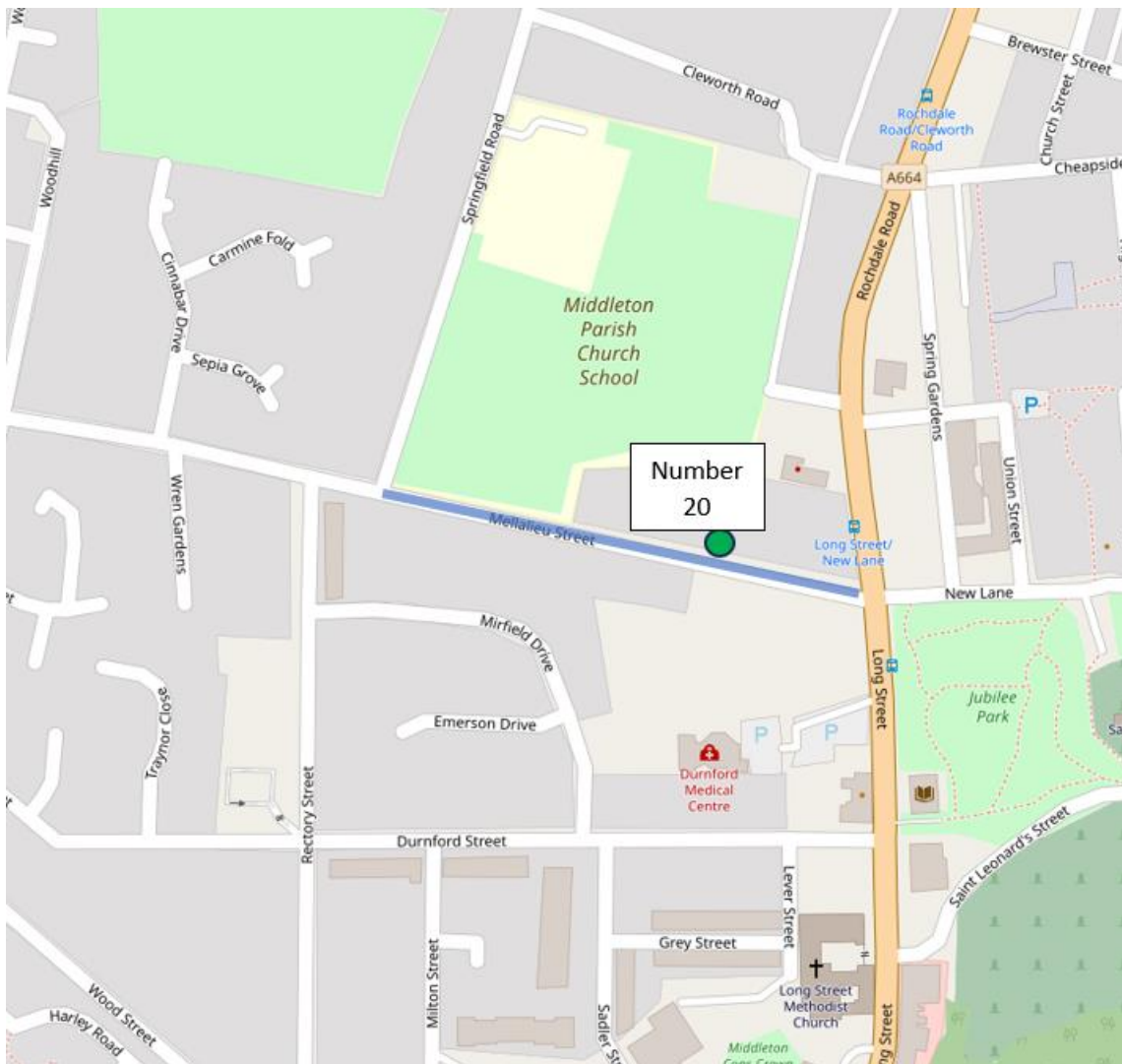
2 Parking Beat Survey

2.1 Introduction

- 2.1.1 Parking beat surveys were carried out on the Mellalieu Street in the immediate vicinity of the proposed development.
- 2.1.2 The purpose of these surveys is to establish if there is sufficient capacity on the surrounding road network to cater for the theoretical car parking demand arising from the proposed development of a new 1 bedroom flat.
- 2.1.3 The surveys recorded cars parked on either side of Mellalieu Street between A664 Long Street and Springfield Road. A depiction of the surveyed area is shown in blue in Figure 2.1 below. The survey area extends 80m to the east and 160m to the west of the site, the latter equating to less than 1 & 2 minute

walk times at a speed of 1.4m/s. It is standard practice for parking beat surveys to consider the available parking within a 200m walk distance, however, as shown below, this was not necessary in this case.

Figure 2.1: Survey Area



- 2.1.4 Within the study area, there were no waiting restrictions, with the exception of junction protection close to the junctions with Long Street and Springfield Road (which have been excluded from any availability calculations). Parking was therefore unrestricted and available for anyone to use without hindrance at any time of the day.
- 2.1.5 Each of the lengths of kerb space within the survey area has been divided by 6 to provide a theoretical maximum number of vehicles that can park along that section of road. Observations are used to refine

this number, taking into account, for example that cars at the end of parking runs do not need as much space – for example, two cars can park nose to tail in a length of less than 10m if they can access the space from either end. Also, the number of cars that can be accommodated along each section of road varies according to vehicle types and, as parking stress increases, the gaps between vehicles tends to decrease.

- 2.1.6 Driveway and alleyway accesses have been excluded from the available kerb lengths, as have side roads (in this case just one short unadopted road between numbers 30 and 32. This provides a robust assessment of the available spare capacity, as, in some cases driveway accesses were parked across and such cars were still recorded in the beat survey totals for the respective sections of road.
- 2.1.7 The surveys were carried out at 3 different times of day - 6am, at approximately midday and 8pm, to reflect the actual parking stress at a range of times including when residents were most likely to be at home. They took place during week commencing 30th October 2023.

2.2 Survey Results

- 2.3 The parking beat survey results are provided in Table 2.1 below. These show the parking availability for the section of Mellalieu St under scrutiny.

Table 2.1: Mellalieu Street (between Long St and Springfield Rd) Car Parking Survey Results

Road Section	Length of available kerb (m)	Car Spaces	Surveyed Parked Cars			Available Spaces		
			am	mid	pm	am	mid	pm
North side								
No.s 2-10	31	5	3	4	5	2	1	0
No.s 12-30	61	10	7	6	6	3	4	4
No.s 32-36	23	4	0	1	0	4	3	4
Park frontage	76	13	1	1	1	12	12	12
South Side								
Long St - No 1	60	10	1	5	3	9	5	7
No 1 - No 45	53	8	3	2	4	5	6	4
No 47 - 61	33	6	2	2	5	4	4	1
Total						35	31	31

- 2.4 The results above show that the short section of Mellalieu Street onto which the site fronts (between numbers 12 and 30), has a relatively low demand for parking, with space for at least 3 vehicles on the

same side of the road during each of the survey periods. This section of road frontage is approximately 60m long, meaning that, no part of it is more than 30m from the site frontage.

- 2.4.1 Beyond the section onto which the site fronts, the survey demonstrates that there is a large supply of additional car parking available, with at least 31 on-street car parking spaces being available at each of the survey times.

3 Parking Demand

- 3.1.1 The likely parking demand from the development has been calculated using the TRICS database, version 7.10.3. To ensure robustness, private flats have been selected, as these tend to return higher rates for parking accumulation than rented flats.

- 3.1.2 The following selection criteria were utilized:

- 03 - Residential C - Flats Privately Owned
- Regions excluded – Greater London, Eire, Scotland
- Range 6-30 dwellings
- Locations – Edge of Town Centre, Suburban Area

- 3.1.3 The data returned 4 applicable sites, the results from which are shown in Table 2.1 below.

Table 2.1: TRICS Car Parking Accumulation Data

TRICS Survey Location	CP observations		Units	Worst case demand/dwelling
	Start 07:00)	End (19:00)		
DV-03-C-01	19	20	27	0.74
DY-03-C-03	5	6	30	0.20
MS-03-C-03	4	3	9	0.44
MS-03-C-04	17	12	24	0.71
Average				0.52

- 3.1.4 The results show that, using the higher figure of either the start or end of the count, on average the flats produced 0.5 parked cars per dwelling, and the worst case figure was just 0.74. The rate was derived using the number of dwellings, and thus, is likely to be an overestimate given that the proposed dwelling has just a single bedroom and many of the flats within the TRICS surveys having multiple bedrooms.
- 3.1.5 Based upon the data, it is likely that the development would attract a parking demand of less than one vehicle. It should be noted that this is likely to be robust, as, based upon the survey data it is clear that

the existing dwellings on Mellalieu Street, a number of which are evidently subdivided into flats already, are attracting far less than one parked vehicle each.

4 Summary and Conclusion

4.1 Summary

- 4.1.1 The proposed introduction of a new dwelling in the form of a basement flat has led to concerns over the ability of Mellalieu Street to accommodate any parking which may arise from the future occupiers.
- 4.1.2 Fastnet has carried out a car parking beat survey at various times of the day, two of which were deliberately chosen to represent the peak demand for residential car parking on street – early morning and evening.
- 4.1.3 The survey results show that the section of Mellalieu Street immediately fronting the site has ample spare car parking availability, and can easily accommodate the introduction of the proposed new dwelling without reaching its theoretical capacity at a range of times of the day. Furthermore, the results showed that between Long Street and Springfield Road, a section of road which can be accessed in less than 2 minutes walk, there was substantial further parking capacity available of over 30 spaces.

4.2 Conclusion

- 4.2.1 The report demonstrates that the introduction of a new dwelling at this location, fronting onto Mellalieu Street, will not have a detrimental effect on the availability of parking for existing local residents.