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## Scrutiny Committees

# AGENDA

### **ECONOMY & REGENERATION SCRUTINY COMMITTEE**

Committee Room 2  
Town Hall  
Stockport

Meeting: Thursday, 7 December 2017  
Business: 6.00 pm

#### **1. MINUTES**

(Pages 6 - 14)

To approve as a correct record and sign the Minutes of the meeting held on 2 November 2017.

#### **2. DECLARATIONS OF INTEREST**

Councillors and officers to declare any interests which they have in any of the items on the agenda for the meeting.

#### **3. CALL-IN**

To consider call-in items (if any).

#### **4. EXCLUSION OF THE PUBLIC AND THE PUBLIC INTEREST TEST**

To consider whether it is in the public interest to exclude the public during the consideration of Appendices 2 and 3 of the following agenda item which contains information "not for publication" by virtue of the appropriate category set out in the Local Government Act 1972 (as amended).

<u>Item</u>	<u>Title</u>	<u>Reason</u>
11	Town Centre Regeneration – Merseyway	Category 3 'Information relating to the financial or business affairs of any particular person (including the authority)' as set out in the Local Government Act 1972 (as amended).

## **5. SAFER STOCKPORT PARTNERSHIP PRIORITIES**

(Pages 15 - 37)

To consider a report of the Deputy Chief Executive.

The purpose of this report is to seek views on proposed priority areas for the Safer Stockport Partnership (SSP) to focus on in a new SSP Plan. Given the cross-cutting nature of the Partnership's work, this report is being considered by all Scrutiny Committees.

**The Scrutiny Committee is recommended to:**

- **Note the developing Stockport and Greater Manchester Community Safety Plans, underpinned by completed strategic assessments, and timetables for further engagement and consultation going forward;**
- **Consider the proposed priority areas for action in the new SSP Plan set out at paragraph 4.3 of the report.**

Officer contact: Peter Owston on 0161 474 3274 or email: [peter.owston@stockport.gov.uk](mailto:peter.owston@stockport.gov.uk)

## **6. CAR PARKING STRATEGY**

(Pages 38 - 123)

To consider a report of the Corporate Director for Place Management & Regeneration.

The draft strategy provides an overarching framework and a proposed way forward in line with the identified objectives. The objectives, particularly those relating to tariff structures and income generation, are intrinsically linked to the Council's Medium Term Financial Plan. Details of proposals relating to the Medium Term Financial Plan are to be considered by the Communities and Housing Scrutiny Committee at its meeting to be held on 4 December 2017.

Following review by the Scrutiny Committee at its last meeting, informal consultation on the draft strategy has been undertaken with key stakeholders in Stockport Town Centre to seek feedback on the proposals.

**The Scrutiny Committee is recommended to note and comment on the strategy before it is submitted to Cabinet for adoption.**

Officer contact: Sue Stevenson on 0161 474 4351 or email: [sue.stevenson@stockport.gov.uk](mailto:sue.stevenson@stockport.gov.uk)

## **7. RESILIENT NETWORK REVIEW**

(Pages 124 - 137)

To consider a report of the Corporate Director for Place Management and Regeneration

The report sets out a review of the Council's Resilient Network document including consideration of other issues requested by the Department of Transport beyond weather related incidents impacting on the highway.

**The Scrutiny Committee is requested to review and comment on the report and the review of the Resilient Network document.**

Officer Contact: Sue Stevenson on 0161 474 4351 or email: [sue.stevenson@stockport.gov.uk](mailto:sue.stevenson@stockport.gov.uk)

## **8. REVIEW OF THE A6 VIADUCT MAINTENANCE SCHEME**

(Pages 138 - 143)

To consider a report of the Corporate Director for Place Management and Regeneration

The report sets out the lessons learned from the delivery of the first phase of essential works which were carried out to the Grade II listed Wellington Road Viaduct on the A6 in Stockport Town Centre so that they can inform the delivery of future highways maintenance and improvement schemes.

**The Scrutiny Committee is requested to note and comment on the findings of the report.**

Officer Contact: Sue Stevenson on 0161 474 4351 or email:

[sue.stevenson@stockport.gov.uk](mailto:sue.stevenson@stockport.gov.uk)

## **9. TOWN CENTRE ACCESS PACKAGE (TCAP) COMPULSORY PURCHASE ORDER - PROJECT 601**

(Pages 144 - 200)

To consider a report of the Corporate Director for Place Management and Regeneration

The report updates Members in respect of the Travis Brow scheme and the Council's detailed reasons for making a Compulsory Order, provides a summary of the Council's negotiations with those parties whose land and interests are required to be assembled, and the stage which those negotiations have reached; and enables consideration of the human rights and equalities implications should the Order be made.

**The Scrutiny Committee is invited to comment on the report.**

Officer Contact: Sue Stevenson on 0161 474 4351 or email:

[sue.stevenson@stockport.gov.uk](mailto:sue.stevenson@stockport.gov.uk)

## **10. STOCKPORT WORK AND SKILLS COMMISSION: UPDATE**

(Pages 201 - 206)

To consider a report of the Corporate Director for Place Management and Regeneration

The report provides an update on progress with the Stockport Work and Skills Commission and information about the how the Council is developing an Inclusive Growth Framework for Stockport.

**The Scrutiny Committee is invited to note and comment on the report.**

Officer Contact: Richard Mortimer on 0161 474 3864 or email:

[richard.mortimer@stockport.gov.uk](mailto:richard.mortimer@stockport.gov.uk)

## **11. TOWN CENTRE REGENERATION - MERSEYWAY**

(Pages 207 - 224)

To consider a report of the Corporate Director for Place Management & Regeneration and Borough Treasurer

The report provides an overview for the Scrutiny Committee on the strategic approach that the Council has taken to the current and future role of Merseyway Shopping Centre within the context of the Council's wider ambition for the town centre.

**The Scrutiny Committee is requested to comment on the proposals contained in the report.**

Officer Contact: George Perrin on 0161 474 4510 or email:  
[george.perrin@stockport.gov.uk](mailto:george.perrin@stockport.gov.uk)

## **12. AGENDA PLANNING**

(Pages 225 - 226)

To consider a report of the Democratic Services Manager

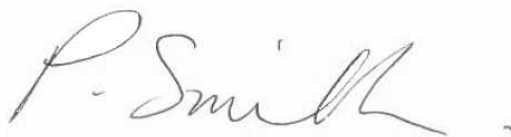
The report sets out planned agenda items for the Scrutiny Committee's next meeting and Forward Plan items that fall within the remit of the Scrutiny Committee.

**The Scrutiny Committee is invited to consider the information in the report and put forward any agenda items for future meetings of the Committee.**

Officer Contact: David Clee on 0161 474 3137 or email: [david.clee@stockport.gov.uk](mailto:david.clee@stockport.gov.uk)

## **DATE OF NEXT MEETING**

Thursday, 25 January 2018

A handwritten signature in black ink, appearing to read 'P. Smith', with a stylized flourish at the end.

Pam Smith  
Chief Executive

Town Hall  
Stockport  
Wednesday, 29 November 2017



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# Agenda Item 1.

## **ECONOMY & REGENERATION SCRUTINY COMMITTEE**

Meeting: 2 November 2017

At: 6.00 pm

### PRESENT

Councillor Oliver Johnstone (Chair) in the chair; Councillor Graham Greenhalgh (Vice-Chair); Councillors Kenny Blair, Stuart Bodsworth, Richard Coaton, Philip Harding, Charlie Stewart, Jon Twigge and Suzanne Wyatt.

### **1. MINUTES**

The Minutes (copies of which had been circulated) of the meeting held on 21 September 2017 were approved as a correct record and signed by the Chair.

### **2. DECLARATIONS OF INTEREST**

Councillors and officers were invited to declare any interests they had in any of the items on the agenda for the meeting.

The following interests were declared:-

#### Personal Interests

<u>Councillor</u>	<u>Interest</u>
Stuart Bodsworth	That part of agenda item 8 'A6 to M60' Relief Road (Minute 5) which relates to the Environment Agency as an employee of that organisation.
Graham Greenhalgh	That part of agenda item 11 'Market Place Update and Next Phase' (Minute 11) relating to CBRE as an employee of that organisation.  Councillor Greenhalgh left the meeting prior to the consideration of this item.
Charlie Stewart	Agenda item 11 'Market Place Update and Next Phase' (Minute 11) as his partner's sister is a market stall holder.

### **3. CALL-IN**

There were no call-in items to consider.

### **4. EXCLUSION OF THE PUBLIC AND PUBLIC INTEREST TEST**

RESOLVED – That it is in the public interest to exclude the public during part of the consideration of the following agenda item which contains information 'not for publication'

by virtue of the appropriate category set out in the Local Government Act 1972 (as amended):-

<u>Item</u>	<u>Title</u>	<u>Reason</u>
11	Market Place Update and Next Phase	Category 3 'Information relating to the financial or business affairs of any particular person (including the authority)' as set out in the Local Government Act 1972 (as amended).

## **5. A6 TO M60 RELIEF ROAD**

The Corporate Director for Place Management and Regeneration submitted a report (copies of which had been circulated) enclosing a draft strategic outline business case for the A6 to M60 Relief Road. In line with the guidance from the Department for Transport, this was the first phase of the decision making process for any major transport scheme and further work was required to develop the full business case for the project.

The Cabinet Member for Economy and Regeneration (Councillor Kate Butler) attended the meeting to present the report and respond to Members' questions.

The report would be considered by the Cabinet at its meeting to be held on 14 November 2017.

The following comments were made/issues raised:-

- There was a divergence of views amongst the Members of the Scrutiny Committee with regard to the benefits of the scheme.
- A Member contended that the report stated on a number of occasions that the scheme was for the benefit of the Stockport Town Centre Access Plan and Stockport Town Centre public realm improvements yet the scheme would add considerable traffic volumes to High Lane.
- Paragraph 1.5.1 stated that the Greater Manchester Spatial Framework 'was a joint plan to manage the supply of land for jobs and new homes across Greater Manchester up to 2035. A Member felt that this should be amended to 'maybe' as the Framework was still out for consultation and had not been agreed.
- With regard to paragraphs 2.5.20-2.5.21 of the consultants' report, the figures in the Accelerated Growth Strategy were still being re-assessed as part of the refresh of the Greater Manchester Spatial Framework. It was queried how that affected the ability of this Scrutiny Committee to scrutinise the draft strategic outline business case for the A6 to M60 Relief Road and whether this business case was contingent upon the Greater Manchester Spatial Framework being implemented.
- With reference to paragraph 1.6.2 of the consultants' report, a Member requested to see the Appendices in Volume 2 and the Forecasting and Economic Assessment report.
- Clarification was requested on what was being done about the increased traffic volumes predicted on the A6 between Hazel Grove and New Mills (paragraph 3.3.3 of the consultants' report refers).
- The report mentioned a package of mitigation measures which would be implemented to limit any negative impacts resulting from the scheme. Clarification

was requested on whether these would be prescribed in the planning application or whether these would be decided if approval was given to build the road.

- Clarification was requested on what mitigation measures would be proposed for High Lane given that these had been implemented already for the A6 to Manchester Airport Relief Road scheme.
- Scheme Objective 2.2.3 in the consultants' report stated 'reduce the impact of traffic congestion on local businesses and communities'. A Member enquired how this objective would be met for communities south of the proposed new road.
- Paragraph 2.3.14 of the consultants' report referred to current pipeline investment in the town centre standing at approximately £560 million and a Member requested that some of that investment should be spent in the Council's district and local centres.
- In the light of the fact that the M60 through Stockport was heavily congested in the peak periods and given the physical constraints there was limited scope for any capacity improvements, it was enquired what would happen to the M60 at Junction 25.
- It was recognised that there was significant congestion daily on the south east quadrant of the M60 and Highways England had plans to implement a smart motorway scheme along this section.
- With regard to accident clusters in paragraph 2.4.27 of the consultants' report, a Member felt that there would be a better comparison against accidents per traffic movement.
- Paragraph 2.4.36 of the consultants' report referred to plans by the Elected Mayor for Greater Manchester, Andy Burnham, to publish a new plan to tackle congestion and commission an urgent review of the condition and configuration of Greater Manchester's busiest roads. A Member queried how this tied in with adding significant traffic to the already congested A6 through High Lane.
- Paragraph 2.4.56 of the consultants' report stated 'the A6 to M60 Relief Road Scheme would remove unnecessary traffic from the A6' yet reference was made elsewhere in the consultants' report to traffic being essential to the economy. The assertion that space should be freed up for public realm improvements was also queried by a Member.
- Paragraph 2.5.41 of the consultants' report referred to heavy goods vehicles blocking one lane of the A6 when making deliveries. A Member queried whether this should be managed by enforcement rather than the proposed new road. The pedestrian/cycle environment through Hazel Grove coupled with the impact of congestion on noise, severance, vibration and poor air quality were adversely affecting the vitality of Hazel Grove but in the view of a Member could apply equally to High Lane.
- Paragraph 2.5.45 of the consultants' report referred to the ambition for 'Greater Manchester to be known for the quality of the urban areas and natural environments with transport emissions reduced to near zero and new transport schemes delivering environmental enhancements whenever possible'. In the view of a Member, the exact opposite would result for High Lane.
- Reference was made to most journeys in the borough being carried out north to south and not east to west. The consultants' report stated 'the largest commuting flow between districts within Greater Manchester was a broadly north-south movement between Stockport and Manchester and the largest equivalent flow across the Greater Manchester boundary was again a north-south movement

between Cheshire East and Stockport. The A6 to M60 Relief Road Scheme would directly facilitate these two largest commuting movements that supported the Greater Manchester economy.

- With regard to paragraph 2.6.2 of the consultants' report which related to the 'SEMMMS Refresh to 2040', it was stated that since the completion of the study in 2002 approximately £63million had been spent on SEMMMS projects and a Member requested data on how many of these projects had worked and helped people utilise different modes of transport.
- The A6 Masterplan referred to in the consultants' report was the same plan that was considered by the Scrutiny Committee at its meeting held on 6 July 2017 when the Scrutiny Committee did not recommend to support its adoption. A Member reiterated his objection to narrowing the A6 and that, in his view, the new road would move traffic problems from the A6 to the Goyt Valley.
- Some Members stressed the importance of preserving the Goyt Valley.
- With regard to paragraph 3.4.2 of the consultants' report, reference was made to the sum total of monetised benefits being represented by the Present Value of Benefits including changes in noise and local air quality etc. It needed clarifying where these changes in air quality would be.
- Paragraph 3.5.11 of the consultants' report stated that the scheme would reduce traffic flows on existing routes. In the view of a Member it should state that the scheme would reduce traffic flows on some existing routes as the report had already stated that there would be increased traffic flow on some roads. The report should also state over what period of time the reduction would be over.
- Clarification was sought on paragraph 3.6.5 of the consultants' report which stated that 'these resources (recreational) had been enhanced and protected for these purposes over a number of years. However, the reduction of traffic along the A6 in Stockport town centre from the junction with the proposed scheme could create benefits to the tranquillity'.
- Clarification was sought on which areas were designated Air Quality Management areas following the original SEMMMS report.
- With reference to paragraph 3.6.31 of the consultants' report, clarification was sought on the Net Total Assessment for PM10 score being -1,900.13.
- Paragraph 3.6.32 of the consultants' report referred to a maximum deterioration in the air quality of 2.7 micro grams predicted in High Lane and a Member requested what the current levels were and what the EU limit was.
- In the section of the consultants' report on Flood Risk, the report stated that the area was assessed as a Large Adverse Impact for Water Environment. Direct impacts on two notable areas of flood risk and the crossing of Poise Brook would require significant realignment and culverting of the watercourse. Measures to manage and mitigate potential impacts to flood risk, flood flow conveyance and biodiversity were unresolvable but potentially mitigable. Clarification was sought on the effect of the route being also partially located in a groundwater source protection zone.
- Measures to manage and mitigate potential impacts to flood risk, flood flow conveyance and biodiversity were still in development.
- A Member expressed surprise that the benefits of the completed SEMMMS Road Relief Road Phases 1 and 2, if constructed, would have been largely eroded by 2024. He requested that Officers revisit the original business case for the A6 to Manchester Airport Relief Road to see what was stated there.

- The consultants' report stated that the proposed scheme would alleviate a number of bottlenecks on the A6. Although this would be true for a period of time, a Member queried whether this would be solving problems of congestion and air quality/noise or just moving the problems elsewhere. He referred to a report from the Campaign to Protect Rural England which challenged the road building consensus and attempted to demonstrate that more road building schemes created more traffic. The purpose of the proposed road needed to be examined.
- Another Member of the Scrutiny Committee supported the view that building a new road would not reduce congestion overall and would move the bottlenecks to elsewhere in the borough. Encouraging people to buy electric vehicles would help improve air quality and negate the need for the new road. Support was given to multi-modal solutions to congestion problems.
- The consultants' report needed a greater emphasis on environmental and sustainability issues.
- A Member queried where the business case fed into the process at a time when no Government funding had been announced for the scheme.
- In order to try and ensure the protection of the natural environment, an environmental assessment of the proposed scheme would be carried out and consultation would take place with groups affected by the proposals.
- Paragraph 4.3.3 of the consultants' report referred to the outturn cost estimate for the A6 to M60 Relief Road scheme being £477.25million, including the provision of a new bridge and a new tunnel. In the view of one Member this was a prohibitive cost.
- Hazel Grove had benefited from the new section of the A6 at the start of the A6 to Manchester Airport Relief Road and the view was expressed that the status quo was not an option in Hazel Grove.

RESOLVED – That the report be noted.

## **6. PORTFOLIO PERFORMANCE AND RESOURCES - MID-YEAR REPORT 2017/18**

The Corporate Director for Place Management and Regeneration submitted a report (copies of which had been circulated) setting out the Mid-Year Portfolio Performance and Resource Report (PPRR) for the Economy and Regeneration Portfolio for consideration by the Committee. This provided a summary of progress in delivering the portfolio priorities, reform programme and other key projects in the first half of the year, with a particular focus on the second quarter (July to September). It included forecast performance and financial data (where this was available) for the Portfolio, along with an update on the portfolio savings programme.

The report was based on the 2017/18 Portfolio Performance and Resource Agreement (PPRA) which had been considered by the Scrutiny Committee on 25 May 2017 and had been approved by the Cabinet on 13 June 2017.

The Cabinet Member for Economy and Regeneration (Councillor Kate Butler) attended the meeting to present the report and respond to Members' questions.

The following comments were made/issues raised:-

- Officers were congratulated on the management of the A6 Wellington Road Bridge Waterproofing Scheme and Members requested information on the lessons which could be learnt from the successful management of the project.
- Ward councillors expressed concern about the management of the project to repair the bridge at Simpsons Corner, Hazel Grove.
- Officers were congratulated on the Aurora development and the success of the Holiday Inn Express hotel at Stockport Exchange.
- The establishment of a Safer Stockport Town Centre Group was commended, in advance of the opening of the Redrock development.
- The Council was keen that people who lived in the Borough's priority areas, lived in poverty or were customers of Stockport Homes gained employment at the Redrock development.
- With regard to the section on Poverty Insight under the section on Priorities, Performance, Risks and Opportunities (paragraph 1.1 refers), a Member requested further information on which definition of poverty was being used.
- With regard to the section on Museums and Cultural Attractions under the section on Priorities, Performance, Risks and Opportunities (paragraph 1.2.1 refers), a Member queried how an additional 129 visitors since the previous Portfolio Performance and Resources report to the Committee had generated an additional revenue of £3,616.
- Clarification was sought on why Performance Indicator E&R 01 '% Occupied managed workspace and incubator floor space actively managed for start-up/micro-businesses was shown as 'green' when the actual figure for Quarter 2 was below the forecasted figure.
- In response to Members' questions, the Corporate Director agreed to circulate the Council's anti-social behaviour strategy to Members of the Scrutiny Committee.
- The Corporate Director clarified that the Council's Pothole programme in 2017/18 was shown as zero in the Capital Programme as this was a one-off additional grant from the Government.
- A Member highlighted the positive target for the year end which was shown for footfall in the market area, despite the disappointing numbers reported in Quarter 2.
- Work to recruit an independent Chair and establish the Stockport Work and Skills commission was underway with the first meeting of the Commission scheduled to take place in January 2018.

RESOLVED – That the report be noted.

## **7. THE RIGHTS OF WAY IMPROVEMENT PLAN - REPORT ON DRAFT DOCUMENT FOR CONSULTATION**

The Corporate Director for Place Management and Regeneration submitted a report (copies of which had been circulated) detailing the Rights of Way Improvement Plan and inviting the comments of the Scrutiny Committee on the draft plan and, in particular, the seven conclusions reached in the plan, and the actions suggested.

The Cabinet Member for Economy and Regeneration (Councillor Kate Butler) attended the meeting to present the report and respond to Members' questions.

The following comments were made/issues raised:-

- Support was given to the objective of paths being open to all and their use encouraged by all parts of the community.
- Clarification was sought when work would commence on the Middlewood Way.
- It was important that clarification was provided as to who could use which routes, for example, the use of quad bikes was prohibited on the Middlewood Way.

RESOLVED – (1) That the report be noted.

(2) That people be encouraged to take part in the consultation on the draft document.

#### **8. SEMMMS REFRESH ISSUES AND OPTIONS – UPDATE FOLLOWING THE PUBLIC CONSULTATION**

The Corporate Director for Place Management and Regeneration submitted a report (copies of which had been circulated) setting out the results of the public consultation which had been undertaken on the Stockport Transport Issues and Options paper as part of the first stage of refreshing the SEMMM Strategy.

The Cabinet Member for Economy and Regeneration (Councillor Kate Butler) attended the meeting to present the report and to respond to Members' questions.

The report would be considered by the Cabinet at its meeting to be held on 14 November 2017.

The following comments were made/issues raised:-

- There was overall support for the identified priorities and multi-modal approach, but concern that the strategy included consideration of local, smaller scale schemes as well as major schemes.
- There was concern at the level of feedback received through the consultation despite the wide promotion of the events and consultation process.
- There was a suggestion that the strategy needed to consider more about the impacts of technology (including taxi sharing apps/point to point services etc) and should be reviewed regularly to take account of technological advances.
- There was a comment that work needed to continue with partners to address current transport issues in the Borough as well as future opportunities, including the quality of existing services.
- There needed to be an assessment of previous SEMMMS schemes.

RESOLVED – That the report be noted.

#### **9. CAR PARKING STRATEGY**

The Corporate Director for Place Management and Regeneration submitted a report (copies of which had been circulated) providing an overarching framework and a proposed way forward in line with identified objectives. The objectives, particularly relating to tariff structures and income generation, were intrinsically linked to the Council's Medium Term Financial Plan.



The Stockport Town Centre Parking Strategy had been prepared to reflect the period of change in the town centre driven by a number of recent and proposed developments within the town centre such as Redrock and Stockport Exchange and changes in the local road network through the Town Centre Access Plan. A review of the car parking strategy in the Town Centre had been undertaken to ensure that the Council's approach was fit for purpose in the light of the level of change in the town centre; that the approach supported longer term aspirations for the town centre and that it took account of future developments and demand for parking.

The Cabinet Member for Economy and Regeneration (Councillor Kate Butler) attended the meeting to present the report and respond to Members' questions.

The following comments were made/issues raised:-

- A Member expressed the view that the real car parking problems were in the district centres where councillors continually received complaints from residents unable to park in the street in which they lived.
- More detail was required on how the new car parks proposed in the consultants' report would be paid for.
- The design of parking bays would need to be cognisant of disabled people using electric cars in the future.

RESOLVED – That the report be noted.

#### **10. TRANSPORT FOR THE NORTH**

An Executive Decision Record and report were submitted (copies of which had been circulated) setting out, for Members' information, an executive decision made by the Leader of the Council on 6 October 2017 giving the consent of the Council, as Highway Authority, under section 201J of the Transport Act 2008 to the making by the Secretary of State of a regulation to establish Transport for the North as a sub-National Transport Body and giving Transport for the North concurrent highway powers.

RESOLVED – That the report be noted.

#### **11. MARKET PLACE UPDATE AND NEXT PHASE**

The Corporate Director for Place Management and Regeneration submitted a report (copies of which had been circulated) providing a further update on the continuing work around the revitalising the offer in the Market Place and Underbanks area. Authority would be sought from the Cabinet at its meeting to be held on 14 November 2017 to enter into negotiations with a preferred tenant to agree the terms of a lease for the Produce Hall and no. 28/29 Market Place (Blackshaws).

The Cabinet Member for Economy and Regeneration attended the meeting to respond to Members' questions.

RESOLVED – That the report be noted.

## **12. AGENDA PLANNING**

A representative of the Democratic Services Manager submitted a report (copies of which had been circulated) setting out the planned agenda items for the Committee's next meeting and Forward Plan items which fell within the remit of the Scrutiny Committee.

RESOLVED – That the report be noted.

The meeting closed at 9.48 pm

**REPORT TO: ECONOMY AND REGENERATION SCRUTINY COMMITTEE**

**DATE: 7 DECEMBER 2017**

**REPORT OF: DEPUTY CHIEF EXECUTIVE**

**REPORT TITLE: SAFER STOCKPORT PARTNERSHIP PRIORITIES**

## **1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 The purpose of this report is to seek Members views on proposed priority areas for the SSP to focus on in a new SSP Plan.
- 1.2 Given the cross-cutting nature of the Partnership's work, this report is being considered by all Scrutiny Committees.
- 1.3 Scrutiny Committees are asked to consider the priority areas proposed, in the context of the strategic assessment evidence base, with a particular focus on the areas within the remit of the Committee.
- 1.4 Scrutiny Committee remits as they relate to SSP responsibilities are
  - Health & Social Care – Adult Safeguarding, Drugs and Alcohol
  - Communities & Housing – Public Safety and Protection (statutory responsibility to review and scrutinise wider partnership work in relation to crime and disorder)
  - Corporate Resource Management & Governance – Strategic oversight of Partnership work
  - Children & Families – Children's Safeguarding
  - Economy and Regeneration – crime and disorder hotspots (including Town Centre)

## **2. Community Safety Strategic Assessment**

- 2.1 There is a statutory requirement on Community Safety Partnerships to undertake frequent strategic assessments of levels and patterns of crime and drug misuse in their area underpinning their strategic plans. The recently completed Stockport assessment covers not only the subjects for which the Safer Stockport Partnership (SSP) has specific statutory responsibilities and duties - crime and disorder, substance misuse and reoffending - but also the wider community safety picture.
- 2.2 The Assessment used evidence gathered in practitioner-attended locality workshops (February 2017) alongside relevant data sources and existing analytical products to produce a Stockport level report and series of locality reports.
- 2.3 Headline findings from the Stockport level assessment are at Appendix 1 of this report.

## **3. Developing Safer Stockport Partnership and Greater Manchester Community Safety Plans**

- 3.1 The findings and recommendations of Stockport's Community Safety Strategic Assessment 2016-17 have provided the primary evidence base for determining the

proposed priority areas for action in a new SSP Plan. The Strategic Assessment is being used as the basis for Partnership Theme Leads to review of the priorities, activities, governance arrangements and performance measures sitting underneath the 5 Priority Themes.

- 3.2 At the same time as we are developing the Stockport Plan, the Greater Manchester Deputy Mayor for Police and Crime is developing a new GM Police and Crime Plan intended to be launched in January. The GM Plan will be underpinned by a Crime and Policing Needs Assessment, recently compiled; a key component of this has been a GM-wide frontline workforce survey conducted by the GMCA research team (13% of responses to this survey were received from Stockport practitioners).
- 3.3 Alongside our own Community Safety strategic assessment, the GM needs assessment will be taken account of in our local review of priority areas of focus. To facilitate this, early in October an exercise was undertaken with GMCA at which both Stockport and GMCA presented findings from strategic assessments as well as emerging thinking on community safety priorities; this was followed by facilitated discussions to consider the evidence base for developing GM and local community safety priorities, particularly any gaps or emerging issues.
- 3.4 The SSP Plan will outline the key strategic priorities for the Partnership over the next 3 years. For each of the existing Thematic Priorities, a high level annual plan of key multi-agency activity and interventions to address refreshed priority issues will be set out and specific performance measures will be identified for each area.
- 3.5 The timetable for further development of the SSP Plan is set out below and incorporates key stages in the consultation (November – January) and approval process (February – April) ahead of the publication of a new SSP Plan in April 2018. This also includes indicative GMCA timescales for Police and Crime Plan development; a new Police and Crime Plan is now expected to be launched in January.

Dates	Activity
<b>End November-December</b>	4 week public consultation on contents and priorities in the revised GM Police and Crime Plan
<b>29 November</b>	All Member Community Safety Strategy 2017-20 Briefing
<b>28 November- 7 December</b>	All Scrutiny Committees – Strategic Assessment Headlines and Proposed SSP Priorities
<b>January</b>	New Police and Crime Plan launched
<b>8 February</b>	SSP Board – Final Draft SSP Plan
<b>13 February</b>	CLT
<b>26 - 27 February</b>	Communities & Housing, CRMG Scrutiny Committees – SSP Plan
<b>13 March</b>	Cabinet – SSP Plan
<b>5 April</b>	Council Meeting – SSP Plan
<b>April</b>	SSP Plan Publication

#### 4. Safer Stockport Partnership - Proposed Priorities

- 4.1 The SSP Priority Themes identified in the 2016-17 Plan remain relevant and will not change:



- 4.2 However, priority areas for action and activity to deliver against these have been identified based on the findings of the strategic assessment and with the accountable Theme Leads:

Priority Themes	Theme Leads
<b>Protecting Vulnerable People</b>	Chris McLoughlin, SMBC Service Director, Children's Safeguarding and Prevention
<b>Public Safety and Protection</b>	Caroline Simpson, SMBC, Director of Place
<b>Serious and Organised Crime</b>	Emma Taylor, GMP Superintendent
<b>Transforming Justice</b>	Richard Moses, National Probation Service, Area Manager
<b>Strategic Priorities – Radicalisation and Extremism, Shared Intelligence</b>	Laureen Donnan, SMBC, Deputy Chief Executive

- 4.3 Following review, Theme Leads have identified the following Priority Areas for Action in relation to Thematic Priorities in the new SSP Plan:

Priority Themes	Priority Areas for Action
<b>Public Safety and Protection</b>	<ul style="list-style-type: none"> <li>• Anti-Social Behaviour</li> <li>• Crime</li> <li>• Locations/Hotspots</li> </ul>
<b>Protecting Vulnerable People</b>	<ul style="list-style-type: none"> <li>• Missing from Home or Care</li> <li>• Domestic Abuse</li> <li>• Child Sexual Exploitation</li> <li>• Drugs and Alcohol</li> <li>• Hate Crime</li> <li>• Complex Safeguarding (including Modern slavery, human trafficking, FGM and honour-based violence)</li> </ul>
<b>Serious and Organised Crime</b>	<ul style="list-style-type: none"> <li>• Organised Crime Groups</li> <li>• Young People at Risk of Involvement in Serious and Organised Crime</li> </ul>
<b>Transforming Justice</b>	<ul style="list-style-type: none"> <li>• Adult Offending and Reoffending</li> <li>• Youth Offending and Reoffending</li> <li>• Victims</li> </ul>
<b>Strategic Priorities</b>	<ul style="list-style-type: none"> <li>• Radicalisation and Extremism</li> <li>• Shared Intelligence</li> </ul>

4.4 This opportunity for Members to provide their views on the community safety issues being proposed as areas of focus in a new SSP Plan, as they relate to areas of SSP responsibility within the remit of the Committee, builds on the wider all Member briefing providing information on the development of the Partnership during 2016-17, Strategic Assessment headlines and an introduction to Stockport's Prevent Strategy (Wednesday 29<sup>th</sup> November) and opportunity here to comment more widely on the breadth of issues across all Priority Themes.

## 5. Recommendations

Scrutiny Committee is asked to:

- a) Note the developing Stockport and GM Community Safety Plans, underpinned by completed strategic assessments, and timetables for further engagement and consultation going forward;
- b) Consider the proposed priority areas for action in the new SSP Plan set out at paragraph 4.3 of the report.

### BACKGROUND INFORMATION

- Existing SSP Plan 2016/17 published at <http://democracy.stockport.gov.uk/documents/s100822/Safer%20Stockport%20Partnership%20Plan%20201617.pdf>
- OPCC Plan 2016/17 published at <https://www.gmpcc.org.uk/wp-content/uploads/2013/03/Police-and-Crime-Plan-2016-290416-without-appendices.pdf>

# **Safer Stockport Partnership**



## **Community Safety Strategic Assessment 2016-17**

### **Headline Findings**

# Background and methodology



Statutory requirement to undertake a Strategic Assessment of levels and patterns of crime and disorder in local area.

Previous Assessment carried out in 2014 – largely a desktop exercise

Stockport-level overview and 9 place-based locality reports

9 Locality Workshops held with range of local practitioners in Feb 2017

Identified local problems, issues and challenges

Scoping of existing analysis and data sources

Trends from 2014-16

Findings will inform SSP priorities and provide operational intelligence to inform local policing and partnership activity



# Structure/ Scope

Priority Themes	Issues examined in the Strategic Assessment
Protecting Vulnerable People	<ul style="list-style-type: none"> <li>• Missing from Care/ Home</li> <li>• Domestic Abuse</li> <li>• Child Sexual Exploitation (CSE)</li> <li>• Drugs and Alcohol</li> <li>• Hate Crime</li> </ul>
Public Safety and Protection	<ul style="list-style-type: none"> <li>• Crime</li> <li>• Anti-Social Behaviour</li> <li>• Fires</li> </ul>
Transforming Justice	<ul style="list-style-type: none"> <li>• Reoffending</li> </ul>
Serious and Organised Crime	<ul style="list-style-type: none"> <li>• Organised Criminal Gangs</li> </ul>
Strategic Priorities: Radicalisation and Extremism	<ul style="list-style-type: none"> <li>• Prevent</li> </ul>

# Headline Findings



- Overall crime levels in Stockport have risen in line with GM since 2014
- Highest increases in disorder, violence, sexual offences and theft
- Recent increase in burglary in first half of 2017
- Slight increase in anti-social behaviour since 2014 although reducing in 2017, along with GM and national trends
- Children repeatedly missing from home or care has become a major safeguarding and community safety issue
- Central locality identified as a hotspot, with significant proportion of crime, ASB and hate incidents occurring in Stockport Town Centre.

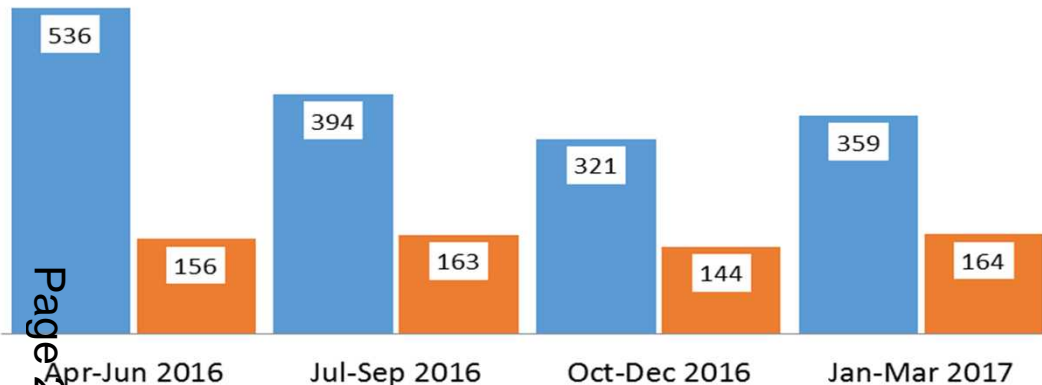
# Protecting Vulnerable People

Complex safeguarding risks associated with increase in **children missing from home or care**

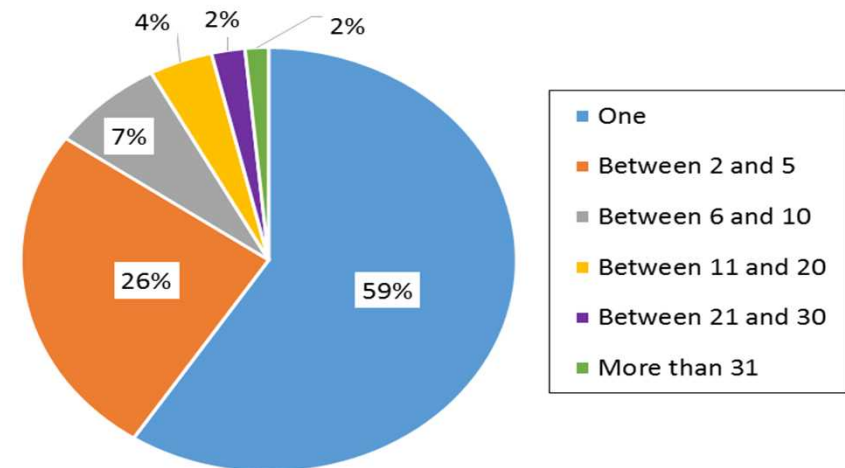
- Risks of CSE, drug / alcohol abuse and gang exploitation
- Many going missing multiple times
- High number of 'out-of area' placements in private children's homes

2016/17 Missing Children and Episodes by Quarter

■ Episodes ■ Children



2016/17 Missing Episodes by Child



# Protecting Vulnerable People



**Domestic abuse** incidents reducing, but more being recorded as crimes

- Stockport has lowest rate across GM
- Identified as most significant issue in Central locality
- Significant factor in recent increase in children on child protection plans

Significant increase in **Child Sexual Exploitation** incidents and crimes

- From 108 incidents in 2014 to 1,253 in 2016 (3 crimes to 21)
- Stockport has experienced largest increase and most incidents across GM
- Likely to reflect high number of private care homes and out of borough placements
- Also reflects increase awareness, recording systems and work with victims

# Protecting Vulnerable People

**Drug and alcohol misuse** continues to have a major impact

- Alcohol-related hospital admissions above national and GM figures, inc for u-18s
- Numbers accessing treatment programmes also increasing
- Drug & alcohol offences reducing but major factor in other crimes
- Identified as one of biggest issues across all localities

rising trend for **hate incidents**

- Vast majority (80%) are racially motivated and occur in Town Centre
- Increases seen after specific events such as EU Referendum and Arena bombing
- Reflected across GM and nationally

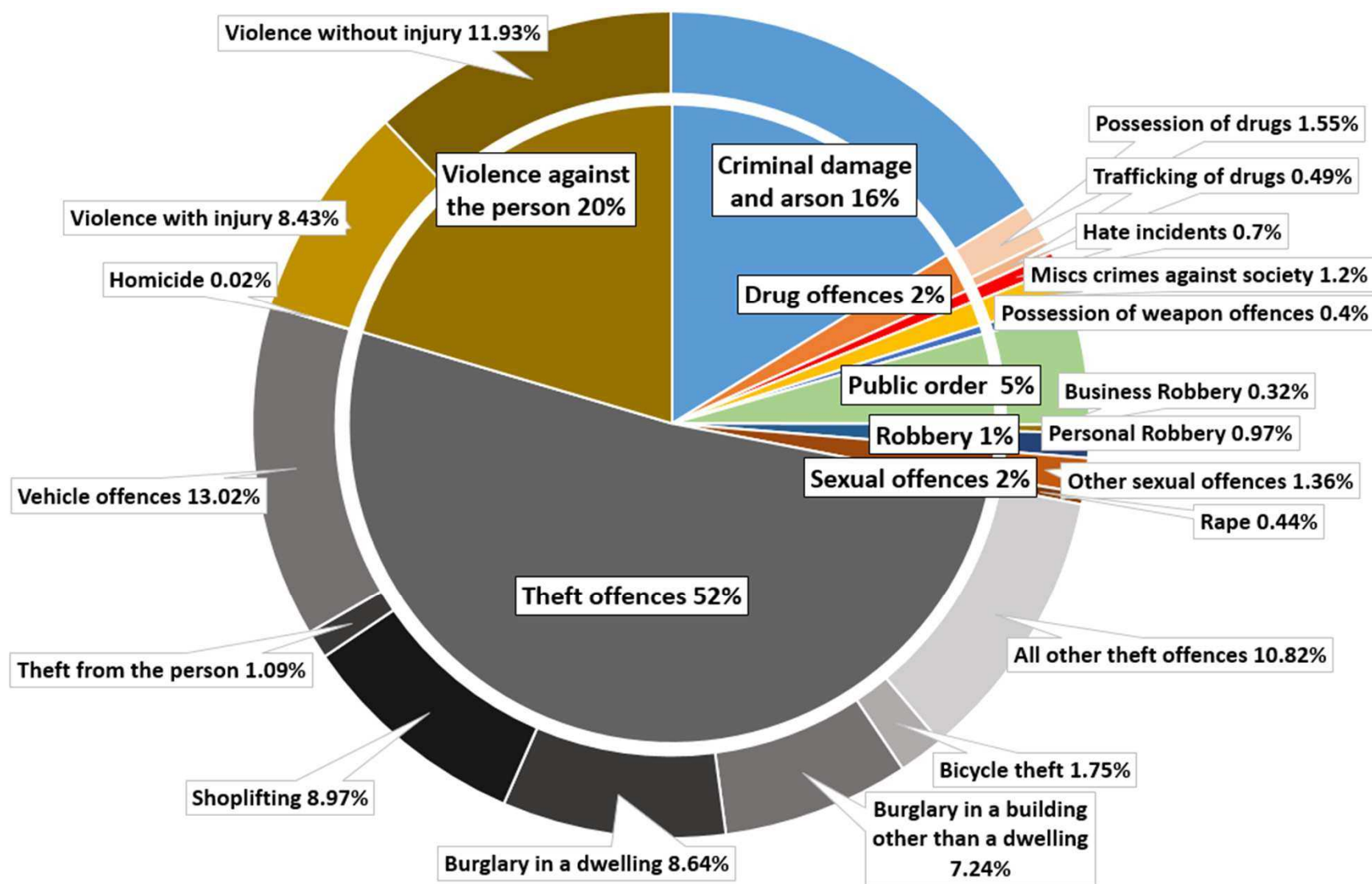
# Public Safety and Protection



Whilst Stockport's overall crime rate remains lower than most GM authorities, it is higher than statistical neighbours

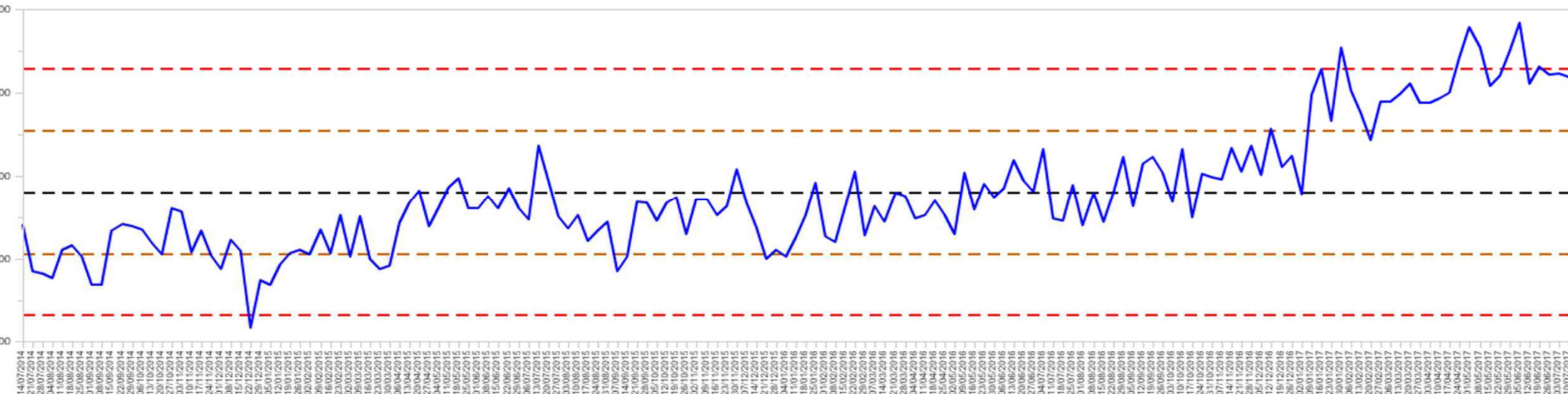
- 23% increase in recorded crime since 2014
- Increases across all crime types other than fraud and drug offences
- Recent increase in burglary
- Over a fifth of recorded crime in Central locality
- More incidents logged as crimes rather than increase in incidents

# Breakdown of crime by type in Stockport (2014-16)

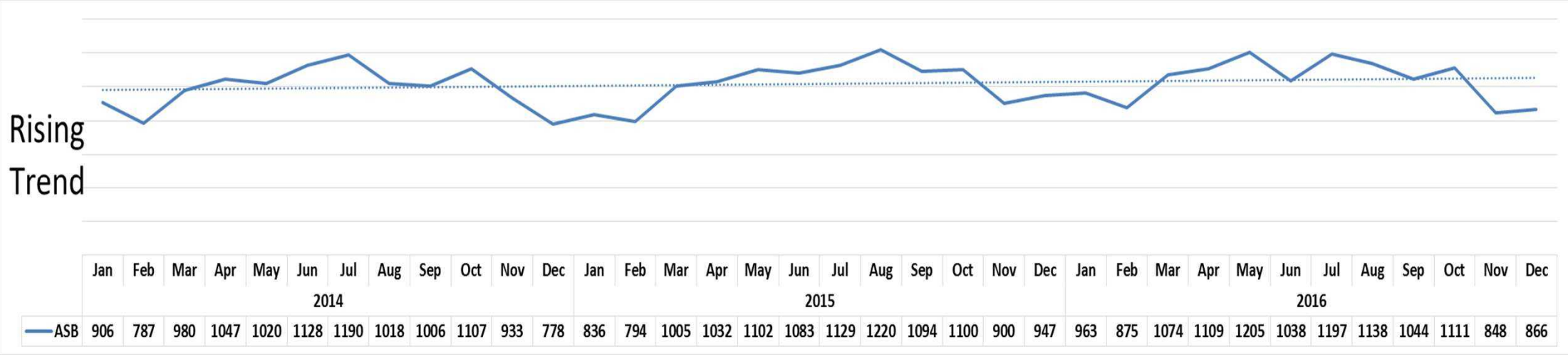




# Recorded crimes in Stockport 2014-16



# Anti-Social Behaviour incidents in Stockport 2014-16





# Public Safety and Protection

Small increase in **Anti-Social Behaviour** since 2014, but now falling in line with GM and national trends

- Highest proportion in Central locality, particularly in Town Centre
- Nature of ASB differs across localities
- Partnership action led by new ASB Strategy

Number of **deliberate fires** reduced since 2013

- Main issue with vehicle fires which have increased in 2016/17
- Third lowest numbers in GM
- Central, Reddish and Edgeley are main risk areas
- Main cause of accidental fires is cooking

# Transforming Justice

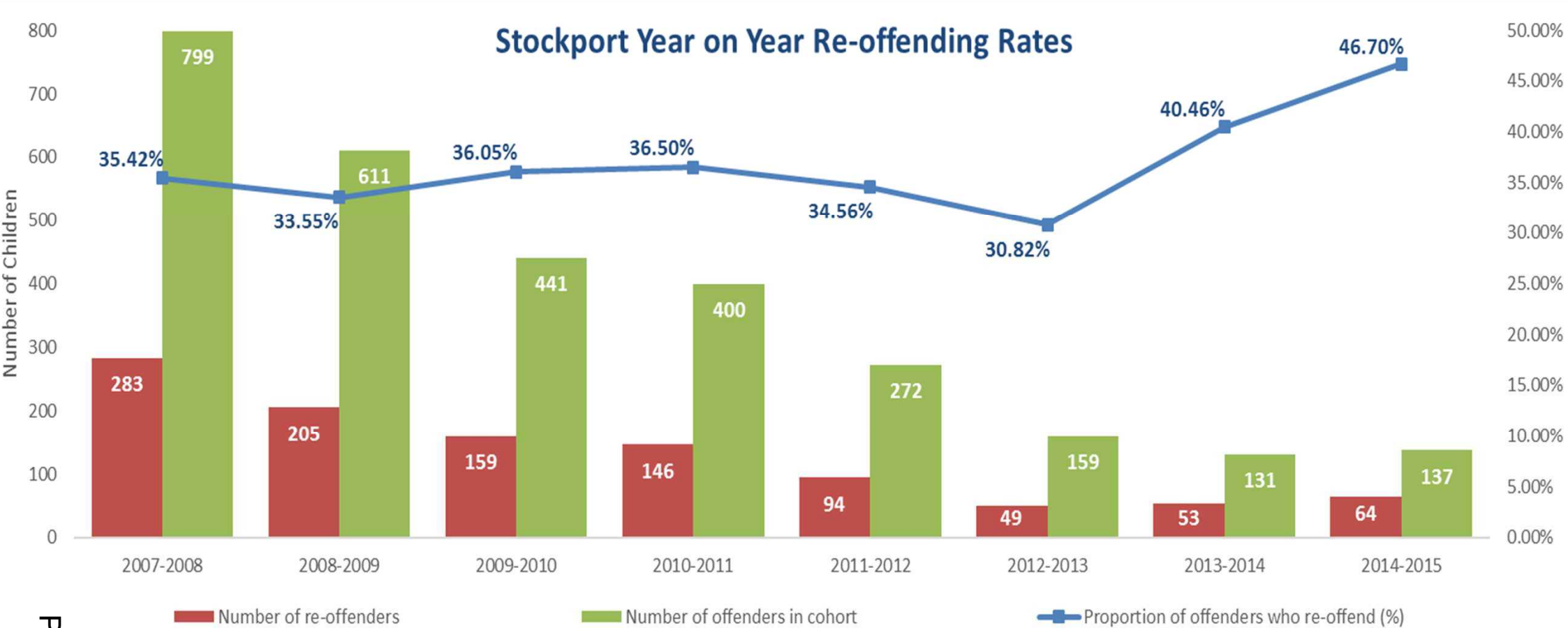


**Adult re-offending** rates are lower than national and GM average

- Increase in average number of previous offences
- On average, Stockport re-offenders commit fewer crimes than GM and nationally

Decreasing trend in number of **young offenders**

- Smaller cohort, but higher than average rate of re-offending
- Juvenile re-offending is reducing and below GM and statistical neighbours



# Serious and Organised Crime



There are 11 **Organised Crime Groups (OCGs)** identified in Stockport

- Main activity involves cultivation and supply of drugs
- Also linked to illegal money lending, with 46 individuals involved
- Central locality – esp Brinnington – is focus for several OCGs
- Operation Challenger continuing to drive multi-agency OCG strategy

# Strategic Priorities

Stockport's Channel Panel is key to assessing individuals at risk of **radicalisation and extremism**

- 38 referrals since 2014 (mainly via schools and colleges)
- Low level of risk, but increasing threats around right wing extremism and link to hate incidents
- Local Prevent Strategy in place to ensure proportionate response

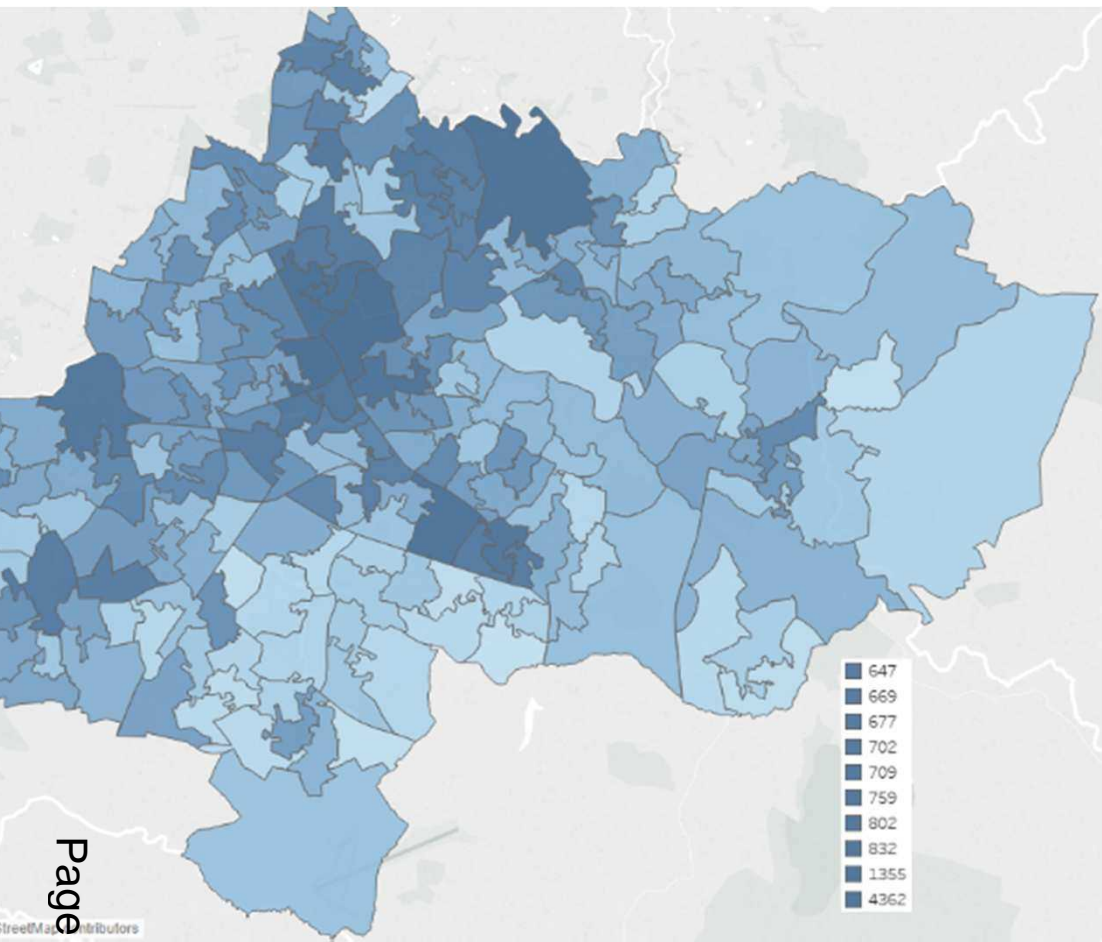
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# Stockport Localities

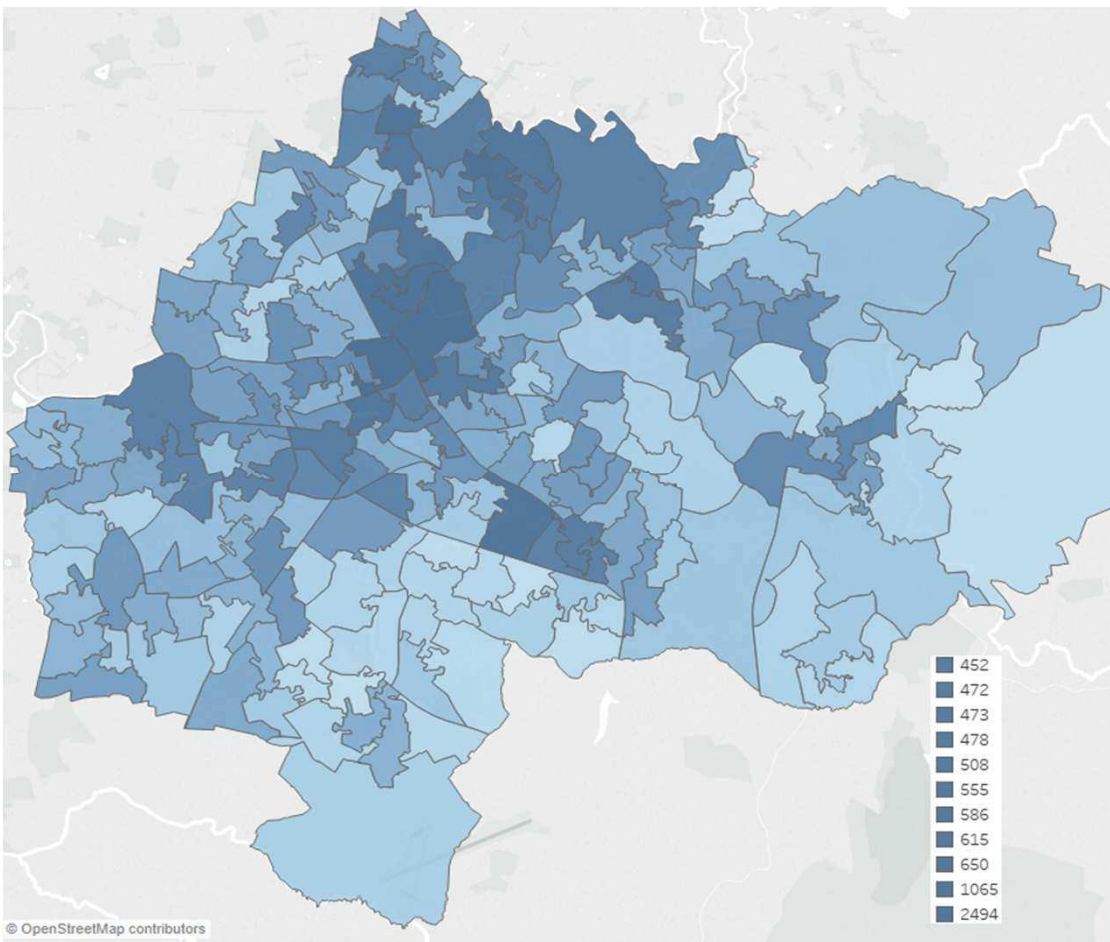


# Locality Heat Maps

All Crime



Anti-Social Behaviour





# Locality issues



## Most common issues raised at locality workshops

1. Alcohol / Drug misuse (top issue in Bramhall, Edgeley, Hazel Grove)
2. Anti-Social Behaviour (top issue in Cheadle, Marple and Reddish)
3. Crime and Demand (top issue in Heaton)
4. Domestic Abuse / Violence (top issue in Central)
5. Fly tipping / Environmental issues
6. Mental Health
7. Fear of Crime / Vulnerability / Social Isolation / Elderly
8. Young People (top issue in Werneth)
9. Unemployment / Low Employment
10. *Specific locality issues – off-road bikes, truancy/ missing children, debt, health, arson, child sexual exploitation*

Many of these issues are often closely linked...



# Intelligence Gaps

Some wider issues not picked up locally within Strategic Assessment, but suggested as areas for focus by the GM-wide assessment:

- **Protecting Vulnerable People** – vulnerable adults, mental health, Modern slavery, human trafficking, FGM, honour-based violence, homelessness, support for victims
- **Public Safety and Protection** – cyber-crime – fraud and online scams, crime and ASB on public transport, crime against businesses
- **Serious and Organised crime** – gun crime, knife crime
- **Radicalisation and Extremism** – counter-terrorism, community cohesion

Lack of data on public perception

- Currently no GM or Stockport perception surveys being undertaken
- British Crime survey not available at local level
- GMP consultation on Citizens Contract
- Plans for new perception survey to include Community Safety - results 2018/19

## **CAR PARKING STRATEGY**

### Report of the Corporate Director for Place Management & Regeneration

#### **1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 Whilst the Council's overall, long term strategic ambition is to reduce car usage in Stockport town centre by encouraging more sustainable transport modes such as bus, cycling and walking, parking provision is fundamental to the successful operation and function of any town centre and is intrinsically linked to wider transport and land use planning. Parking does not solely relate to the provision of parking facilities for cars, but the provision of adequate and efficient car parking in Stockport Town Centre is crucial in helping ensure that Stockport successfully continues to develop its role as a key urban centre within Greater Manchester. In addition, car parking provides the Council with a major source of income, with the Council operating 30 car parks and nearly 3,000 car parking spaces within Stockport Town Centre.
- 1.2 The current car parking strategy for Stockport Town Centre was adopted in 2012, and since then, there has been a period of change in which the nature of the town centre and local road network has changed significantly as a result of ongoing investment through programmes such as TCAP, and schemes such as Redrock and Stockport Exchange.
- 1.3 However, there is still a need to provide car parking in Stockport Town Centre and a review of the car parking strategy has been undertaken to ensure that the Council's approach is fit for purpose in light of the level of change in the town centre; that the approach supports longer term aspirations for the town centre; and that it takes account of future developments and demand for parking.
- 1.4 The draft strategy provides an overarching framework and a proposed way forward in line with the identified objectives. The objectives, particularly those relating to tariff structures and income generation, are intrinsically linked to the Council's Medium Term Financial Plan (MTFP). Details of proposals relating to the MTFP have been reviewed by the Communities and Housing Scrutiny Committee.
- 1.5 Following review by Economy and Regeneration Scrutiny Committee in November, informal consultation on the draft strategy has been undertaken with key stakeholders in Stockport Town Centre to seek feedback on the proposals. Taking account of this feedback, the Committee are recommended to endorse the strategy before it is submitted to Cabinet for adoption.

#### **2. STOCKPORT TOWN CENTRE PARKING CONTEXT**

- 2.1 The Parking Strategy for Stockport Town Centre ("the strategy") is embedded within a wider Stockport context, including:

- A strategic aim (as included in the emerging SEMMM Strategy Refresh) to increase sustainable transport modes and reduce car use, particularly for short, local journeys
- A strategic aim to attract and support commercial investment in the town centre, in a competitive environment and against the offer at locations such as the Trafford Centre and Manchester Airport.
- A strategic aim to attract residential uses in the town centre, and develop a broader leisure offer through new developments such as Redrock and Stockport Exchange. This will reduce in increased demand for access to the Town Centre at different times of day compared to traditional business/commuter uses.
- The overall objective of the Town Centre Access Package (TCAP) to reduce congestion in and around the town centre.
- The ongoing challenge of 'overspill' on-street parking in adjacent neighbourhoods around the Town Centre
- A challenge to capitalise on opportunities to generate income whilst balancing the achievement of long term income resulting from a more vibrant town centre, with any pressure for short term rises to meet the Council's Medium Term Financial Plan.

### **3. AIMS OF THE STRATEGY**

3.1 In developing the Strategy, a full appraisal has been undertaken of existing car parking provision and demand in Stockport Town Centre, and also likely future demand based on the Council's wider strategic aims and ambitions.

3.2 The Strategy aims to:

- Review existing car parking provision within the town centre, including tariffs, payment methods and signage
- Consider future needs of retail, business, leisure and residential users for town centre parking facilities, including disabled spaces, electric vehicles, and bikes.
- Consider an approach to on and off street parking and permitting within the town centre, taking account of the impact of known new developments
- In light of future needs, and the potential impact of new technologies and lifestyle choices, review tariffs, payment methods and associated facilities, including signage, electric vehicle charging etc.
- Consider and recommend a future parking policy approach for the town centre.

3.3 The Strategy puts forward an overall approach to provide a car parking offer in Stockport that will attract and retain investment in the town centre by providing access to parking which supports sustainable growth. The following four objectives have been identified:

1. Ensure an appropriate supply of car parking to meet future demands in the town centre through the provision of flexible, adaptable multi-use parking solutions that suit the requirements of a variety of users
2. Optimise the usage of existing capacity whilst minimising displacement into adjacent residential neighbourhoods

3. Improve accessibility and signage to car parking within the town centre and from key surrounding routes so as to reduce the need for unnecessary traffic circulation in the town centre
4. Optimise income generation from car parking whilst supporting the vitality and economic attractiveness of the town centre to visitors, investors and developers.

## 4 SUMMARY OF CONCLUSIONS

4.1 In line with the identified objectives, and recognising that a bespoke approach is needed to reflect the specific Stockport context, the Strategy makes the following conclusions regarding the outcomes which should be achieved through delivery of the Strategy:

- A competitive and attractive car parking offer can be used to support and encourage particular activities or uses in the town centre, such as family leisure activities in the evenings. There is, therefore, **an opportunity to introduce tariff offers to support particular uses which contribute to wider economic ambitions for the town centre**, such as annual discounted parking tariffs during the busy Christmas period, and concessionary offers for users of the Redrock Cinema and Stockport Plaza.
- Investment aspirations for Stockport Town Centre will create significant pressure on car parking capacity, not only through increased demand for car parking, but also reduced supply as existing surface car parks are under pressure for development. If development ambitions for the town centre are delivered, there will be a shortfall of car parking spaces in the short term, particularly in the south east of the town centre. There is, therefore, **a need to develop additional spaces but in key locations, which take account of future growth aspirations and differing parking requirements**, particularly as residential and leisure uses in the town centre increase.
- The quality of existing car parking provision is variable and **some facilities need to be improved to ensure that the overall offer is consistent**.
- There is a need to **improve access and signage to car parks** from all routes to improve accessibility, and this needs to complement wider ambitions for the town centre
- There is a need to **minimise displacement and overspill on-street parking into adjacent neighbourhoods** which may result through any changes to tariffs or provision.
- There is a need to review current permitting arrangements for residents in the town centre to ensure that the approach is working effectively.
- There is no empirical evidence that free parking offers automatically lead to more successful local economies. As part of the Council's MTFP, there is a need to **generate additional income but this needs to be balanced against impeding**

## long term income growth associated with the increased vitality of the town centre.

4.2 As a result of these conclusions and required outcomes, the following actions are identified:

Objective	Action
1) Ensure an appropriate supply of car parking to meet future demands in the town centre through the provision of flexible, adaptable multi-use parking solutions that suit the requirements of a variety of users	<ul style="list-style-type: none"> <li>• Develop full business case for new parking provision in the Town Centre South East zone by Autumn 2018</li> <li>• Review and implement guidance on residential parking standards to ensure parking for new developments is delivered in line with current best practice</li> <li>• Encourage private car park operators to invest in their facilities to achieve Park Mark standard</li> <li>• Review business case for redeveloping Heaton Lane car park to ensure it remains fit for purpose</li> <li>• Develop business case for additional car parking provision at Exchange Street.</li> <li>• Identify longer term opportunities to provide additional off-street spaces in Town Centre South East zone.</li> <li>• Review potential for new MSCP as part of Station Masterplan proposals</li> </ul>
2) Optimise the usage of existing capacity whilst minimising displacement into adjacent residential neighbourhoods	<ul style="list-style-type: none"> <li>• Review case for extending Town Centre CPZ with complementary extension of existing residential permit scheme to cover any additional displacement parking as a result.</li> <li>• Enhance provision of disabled parking through delivery of additional spaces in Council-operated car parks.</li> <li>• Continue to monitor usage of existing electric parking bays and enhance provision as required</li> <li>• Review opportunities for introducing minimum parking standards for electric vehicles</li> <li>• Review opportunities for introducing minimum parking standards for Car Club parking</li> <li>• Continue to monitor roll-out of car club schemes and increase on and off-street parking provision as required.</li> <li>• Continue to work with major employers and stakeholders in the town centre to expand car club schemes.</li> </ul>
3) Improve accessibility and signage to car parking with the town centre and from key surrounding routes so as to reduce the need for necessary traffic circulation in the town centre.	<ul style="list-style-type: none"> <li>• Implement strategic car park signing on key routes into the Town Centre routing and access strategy being implemented in conjunction with TCAP signing.</li> <li>• Update vehicle wayfinding strategy to reflect any changes to traffic routes in town centre linked to Station Masterplan redevelopment</li> <li>• Utilise electronic media (including website and apps) to provide more information for visitors</li> <li>• Consider implementation of bay sensor technology linked to parking software application</li> </ul>
4) Optimise income generation from car parking whilst supporting the vitality and economic attractiveness of the town centre to visitors, investors and developers	<ul style="list-style-type: none"> <li>• Complete review of existing tariff structure at Council-owned car parks in order to identify optimum solution from options presented in Table 6</li> <li>• Review tariffs on an annual basis and amend if required in accordance with local and national economic trends.</li> <li>• Introduce payment machines offering chip and pin or contactless debit/credit card payments, whilst retaining pay by cash options.</li> <li>• Review effectiveness of pay by phone and consider wider implementation</li> <li>• Review opportunities to integrate parking payment and management technologies with information systems within a single comprehensive system.</li> </ul>

## 5 FEEDBACK FROM STAKEHOLDERS

5.1 Following review of the draft strategy by Scrutiny in November, further work has been undertaken to engage fully with local members via Central Area Committee to explore in more detail any parking issues experienced by local residents and to review these in light of the recommendations made in the Strategy. Views have also been sought from Housing Associations operating in the town centre. In addition, dialogue and engagement has been undertaken with retailers, businesses and stakeholder groups in the Town Centre to get feedback on the recommendations, including the Town Centre Management Board, Town Centre Business and Retail Forum, and the Business Improvement District. Feedback received includes:

- A view that the draft strategy should be more explicit regarding the Council's overall aspiration to reduce the number of cars by encouraging increasing use of public transport and walking and cycling.
- Overall support for ambitions in the strategy to increase provision of electric vehicle charging points
- A comment that opportunities for increasing the number of disabled spaces and electric vehicle charging points are not mutually exclusive
- A comment that the strategy needed to be more explicit about the fact that space in the town centre is finite and consideration should be given to whether space for car parking could be used for other land uses (such as greenspace and play areas).
- A comment that consideration should be given to opportunities to generate income for Airport parking, but also a number of comments that this is not a good use of space in Stockport town centre and should be avoided.
- A view that the draft strategy should consider how the Council can support major employers in the town centre to encourage their employees to travel by public transport and more sustainable modes of travel, including Car Clubs.
- A comment expressing concern that increasing the minimum visit time in Council car parks will deter people from visiting the town centre for short (i.e. less than 1 hour) visits.
- A view that the strategy should promote high quality design for any new parking facilities and that consideration should be given to integrating them within new greenspace and public realm planting. It was emphasised that car parking facilities should add rather than detract from the quality of environment in the town centre.
- A view that reviews of tariffs should be undertaken more frequently than an annual basis to ensure that any negative impacts can be addressed quickly
- A view that the draft strategy needed to be clearer about whether it is exclusively a car parking strategy or whether it covers parking for all modes (including bikes etc.)
- A request that the revised strategy be re-submitted to Central Area Committee for review before adoption.

As a result of the feedback received the following amendments have been made to the draft strategy:

- Additional references added to sections 1.1 and 1.2 regarding the Council's overall ambition to encourage more sustainable transport modes.
- Additional references added to section 1.1 clarifying that parking does not solely relate to the provision of facilities for cars and that this car parking strategy does not sit in isolation but is part of a wider package of transport related-strategies.
- Additional reference added to section 1.2 regarding the importance of having an approach which can respond to expected future increases in demand for electric vehicle charging.
- Additional reference added to section 1.2 stressing that land in the town centre is finite and any new allocation of land for car parking needs to be balanced against other demands for space.
- Additional reference added to section 2.1.1 and additional recommendation added to section 4.3.3 to highlight the opportunity for the Council to work with major employers to encourage modal shift amongst staff working in the town centre.
- Additional reference added to sections 4.2.1 and 4.2.2 to highlight need to ensure that high quality design is considered for any new multi-storey facilities.
- Additional reference added to section 4.3.2 regarding disabled bays and electric vehicle charging bays
- Additional reference added to recommendations in section 4.5 highlighting need to regularly monitor impacts of tariffs in addition to formal reviews on an annual basis.

## **6 NEXT STEPS**

- 6.1 The draft strategy has been reviewed in light of the feedback received and is due to be reviewed by Cabinet on the 19<sup>th</sup> December. Subject to Cabinet approval being granted, further work will be undertaken to progress with the actions identified in the action plan.
- 6.2 Following comments from Scrutiny in November, it is also proposed that work be undertaken to review the current car parking strategy for the district centres.

## **7 RECOMMENDATIONS**

7.1 The committee are requested to:

- Note the feedback received from stakeholders in relation to the draft strategy
- Review and comment on the revised strategy
- Review and comment on the proposals identified in para 6.2 to undertake a similar review of current parking policy for the district centres.

### BACKGROUND PAPERS

There are none

Anyone wishing to inspect the above background papers or requiring further information should contact Sue Stevenson on Tel: 0161-474-4351 or by email on [sue.stevenson@stockport.gov.uk](mailto:sue.stevenson@stockport.gov.uk)







# Stockport Town Centre Car Parking Strategy

Strategy and Action Plan

Stockport Council

**FINAL DRAFT**

Project Number: 60532715

November 2017

## Quality information

### Prepared by



Duncan Carter  
Senior Consultant

### Checked by



Katy Farrer  
Principal Consultant

### Approved by

Graeme Weatherall  
Associate Director

## Revision History

Revision	Revision date	Details	Authorized	Name	Position

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# 1. Introduction

## 1.1 Background

Whilst the Council's overall, long term strategic ambition is to reduce car usage in Stockport town centre by encouraging more sustainable transport modes such as bus, cycling and walking, parking provision is fundamental to the successful operation and function of any town centre and is intrinsically linked to wider transport and land use planning. Parking does not solely relate to the provision of parking facilities for cars, but the provision of adequate and efficient car parking in Stockport Town Centre is crucial in helping ensure that Stockport successfully continues to develop its role as a key urban centre within Greater Manchester. In addition, car parking provides the Council with a major source of income, with the Council operating 30 car parks and nearly 3,000 car parking spaces within Stockport Town Centre.

The last car parking strategy for Stockport was adopted in 2012, and was developed based on findings from a parking study undertaken in 2008. Since the previous study, Stockport has entered a period of change, driven by a number of recent and proposed developments within the Town Centre such as Redrock and Stockport Exchange, and changes in the local road network through the Town Centre Access Package (TCAP). A review of the car parking strategy in the Town Centre has been undertaken to ensure that the Council's approach is fit for purpose in light of the level of change in the town centre; that the approach supports longer term aspirations for the town centre; and that it takes account of future developments and demand for parking.

The review is cognisant of the current parking service provision and needs of existing residents, businesses and visitors, whilst identifying opportunities to enhance provision in light of the proposed regeneration and road network changes. It will also ensure that provision is appropriately located and of sufficient capacity and quality to support economic development and regeneration whilst balancing the requirements of residents, businesses, commuters and visitors.

In developing the strategy, consideration has been given to:

- 1) Where are we now - assessment of the quantity, location, quality and cost of existing parking stock within the town centre.
- 2) Where we want to be – consideration of existing and future demand and assessment of the implications of town centre regeneration proposals and potential approaches to managing parking.
- 3) How we get there – action plan, recommendations and proposals for car parking priorities and policies to be delivered by the Council over the short, medium and long terms.

Whilst this strategy focuses on parking provision for cars, it does not sit in isolation and is complemented by the wider transport strategy context in Stockport, including the emerging Cycling and Walking Strategy, and the draft South East Manchester Multi Modal (SEMMM) Strategy Refresh.

## 1.2 Strategic Context

The Strategy has been prepared at a time when there are a number of competing priorities within Stockport Town Centre, influenced by the objectives of existing transport and growth strategies.

- Stockport's overall strategic transport aim is to reduce volumes of traffic circulating the town centre, combat long standing issues regarding congestion and address issues regarding poor air quality by finding ways to get more people using more sustainable modes of transport, such as public transport, walking and cycling. Managing the amount and type of car parking provided can play an important role in encouraging modal shift.
- In addition to encouraging people to move to more sustainable public and active transport modes, technological advances mean there will be increasing demand for more sustainably fuelled vehicles. There is a strategic imperative to ensure that car parking provision is able to cater for the expected increased demand for electric vehicle charging.
- In terms of growth, the Council's aim is to attract and support commercial investment in the town centre, in the context of a competitive environment and against the offer at locations such as the Trafford Centre and Manchester Airport. This is complemented by a strategic ambition to attract residential uses in the town centre, and develop a broader leisure offer through new developments such as Redrock and Stockport Exchange.

Underpinning these wider agendas, there is a challenge to meet the needs of existing residents and businesses who live and operate in the Town Centre, as well as those visitors and commuters who travel to and from the Town Centre. There is also a challenge to capitalise on opportunities to generate income whilst balancing the achievement of long term income resulting from a more vibrant town centre, with any pressure for short term rises to meet the Council's Medium Term Financial Plan. Any consideration of car parking provision is also set in the context that land in the town centre is finite, and that any new allocation of land for car parking needs to be balanced against other demands for space.

## 1.3 Aims and Objectives

The Strategy has been developed with this strategic context in mind, aligning with the long term strategic approach for developing Stockport Town Centre, whilst allowing flexibility for the strategy to evolve in response to changing longer term travel patterns.

The Parking Strategy will help ensure the Council can manage its car parking provision and car parking policy in a way which will support wider transport initiatives, help reduce congestion, improve local air quality, and deliver reductions in carbon emissions. Stockport will, therefore, become a more appealing place to live, shop, visit and do business in, thereby helping grow the local economy

The Parking Strategy will aim to deliver the following 4 objectives:

- 1) Ensure an appropriate supply of car parking to meet future demands in the town centre through the provision of flexible, adaptable multi-use parking solutions that suit the requirements of a variety of users.**
- 2) Optimise the usage of existing capacity whilst minimising displacement into adjacent residential neighbourhoods.**
- 3) Improve accessibility and signage to car parking within the town centre and from key surrounding routes so as to reduce the need for unnecessary traffic circulation in the town centre.**
- 4) Optimise income generation from car parking whilst supporting the vitality and economic attractiveness of the town centre to visitors, investors and developers.**

## 2. Where are we now?

### 2.1 Study Baseline

The development of the Strategy has been informed by a comprehensive audit of existing car parking provision in Stockport Town Centre. A baseline review has been undertaken which considered the existing parking provision in the context of the number of spaces, car park ownership, tariffs, location and the existing on-street and permit parking arrangements.

The baseline review also investigated the potential impact on parking needs arising from planned major new developments within the study area, in order to identify the likely future demands for car parking provision, as well as where existing parking stock would be directly impacted by proposed developments.

The baseline situation was presented in the 'Stockport Town Centre Parking Strategy Initial Findings Report' (**Appendix A**). The following section summarises the key findings and issues/opportunities identified in that review.

#### 2.1.1 Existing Parking Provision

<b>Off-street parking</b>	Publicly available at 46 car parks within the specified study area. Of these 46 car parks, 30 (65%) were managed by SMBC, with the remaining 16 (35%) managed by private operators.  Altogether, these car parks provided a total capacity of 7,251 parking spaces. 2,933 (40%) of these spaces were under SMBC management, with 4,318 (60%) being privately operated. However, of the 2,933 spaces managed by SMBC, only 2,420 spaces are publically available, with the remaining 513 spaces being available on a contract or permit-only basis.
<b>On-street pay and display parking</b>	Approximately 474 spaces were available at the baseline point of end December 2016. These spaces are predominantly located to the east of the A6 along Chestergate, Higher Hillgate, Middle Hillgate, Piccadilly, Norbury Street and Edward Street and the surrounding side streets.
<b>Parking for disabled users</b>	There are 137 spaces for disabled users within the off street, publicly available parking provision. Heaton Lane, Merseyway and Stockport Exchange car parks provide the majority of spaces for blue badge holders within the town centre with 25 provided at Heaton Lane, 31 at Merseyway and 50 at Stockport Exchange NCP. In addition, there are a number of on-street parking bays at various locations around the Town Centre that are set aside for blue badge holders only. There are also 33 spaces designated for parents with children and 8 spaces for electric vehicles within the off street provision.



<b>Controlled Parking Zones</b>	There is a Controlled Parking Zone (CPZ) in operation within the Town Centre. There are currently 83 active residential permits within the Town Centre CPZ. These entitle residents to park anywhere in the on-street pay and display bays without any time limit. There are also 8 contract permits active within what is known as the CPZ Extension (near Stockport College) for the on-street Pay and Display bays.
<b>Other</b>	<p>There are 23 contract permits active in Town Centre contract only car parks, 7 at Bamford Street, 7 at Edward Street and 9 at Lord Street 1. There is further availability at Loonies Court and Lord Street 1 and 2 however these are mainly used as for Council Staff overflow parking when the contracts aren't sold.</p> <p>There are 161 contract permits active in public pay and display car parks (159 at Heaton Lane car park - Level 3 and above - and 2 at Newbridge Lane car park).</p> <p>Vehicles which have exhaust emissions below 100g/km are eligible for free parking in chargeable on and off-street public parking places operated by the Council. There are 650 such permits active in Stockport.</p>

- 1) There is an opportunity to acquire car parks managed by the Council for incorporation into wider regeneration schemes.**
- 2) There is an opportunity to manage provision to ensure it is integrated with appropriate land uses and increases visitor footfall (i.e. by locating short stay provision close to leisure activities)**
- 3) There is an opportunity to improve signage to car parking and encourage better routeing of incoming traffic to appropriate car parks to reduce the time spent searching for a car park.**
- 4) There is an opportunity to ensure that parking provision helps to contribute to encouraging modal shift (e.g. by integrating cycling parking)**
- 5) There is an opportunity for the Council to continue to work with major employers and organisations in the Town Centre to encourage modal shift amongst staff, and to encourage modal shift amongst its own staff via implementation of the Council's Staff Travel Plan.**

### 2.1.2 Demand for Parking

Data from Variable Message Signs linked to several of the car parks has been used to establish maximum occupancy for several of the town centre car parks. Where this data was not available the Civil Enforcement team provided a further estimate, from personal observations, of the occupancy of each car park during an average weekday/weekend day.

The analysis resulted in the following key findings:

- On an average weekday the majority of Council operated car parks that are located within the town centre are full. However, at weekends these car parks are only at 25% of their capacity. With the exception of Banbury Street, Heaton Lane and Newbridge Lane car parks which were at 40% of capacity during the week and at 20% during the weekend.
- Of the privately operated off street parking stock it was estimated that Fletcher Street, Norbury Street, Wellington Street, Exchange Short Stay, Asda and Edward Street 2 were at or close to capacity both during the week and at weekends.
- The remaining privately operated car parks operated at approximately 50% of capacity during the week and between 50% and 75% at weekends, with the Peel Centre car park showing the greatest increase in demand at weekends.

User surveys were not undertaken and therefore it was not possible to identify the user type.

Motorists are currently directed to existing car parks via a series of static stack type and flag type direction signs. There are also a number of existing Variable Message Signs that indicate to motorists the capacity of nearby car parks and when they are full.

Car parks are currently named by the road on which they are located, for example 'Newbridge Lane Car Park' and 'Churchgate Car Park' and the signing is inconsistent and does not direct motorists to the car park most relevant to their destination or route.

- 1) There is an opportunity to improve signage to car parking and encourage better routing of incoming traffic to appropriate car parks to reduce the time spent searching for a car park.**
- 2) There is an opportunity to optimise use of existing capacity by adopting flexible solutions which can be used by different complementary groups at different times (i.e. overnight parking for residential users alongside day time parking for retail users).**
- 3) There is an opportunity to introduce payment mechanisms appropriate to specific car parks (e.g. pay on foot at large short stay car parks linked to retail activities).**

### 2.1.3 Price Comparison

The price of car parking is complex and there is an unclear relationship across the UK between the cost of parking and the level of footfall in town centres. There is also a social challenge to ensure that changes to pricing do not result in unintended changes to driver behaviour which could increase the level of on-street parking in surrounding neighbourhoods. At the same time, car parking charges can be a useful mechanism to encourage behaviour change and support people to choose public transport alternatives.

At present, there is a consistent tariff structure across the Council-owned car parks within the Town Centre which appears to be based upon proximity to the Town Centre retail core. However, there are variations with regards to what private operators are charging within the car parks they own and operate.

Within these car parks there also appears to be no correlation between the pricing structure and the quality of car park (e.g. surfacing, lighting, marked bays, CCTV, etc.).

Overall, Council-owned car parks are the cheapest for all lengths of stay, however, Matalan car park is equally as cheap for a one hour stay and both Matalan and Asda car parks are as cheap as the Council car parks for a 2 hour stay.

The provision of free or cheap car parking can be a method of attracting footfall into the town centre but needs to be managed sensitively as it can also be taken up by commuters to the detriment of other users. However, as costs are still being incurred in maintenance, cleaning, rates and enforcement it was recommended that tariffs need to be set such that these costs are still covered by the appropriate level of revenue. Furthermore, being free of charge or cheaper, and therefore more attractive to users than other Council operated car parks within the same catchment and may reduce revenue to the Council which could be used to support other parking or transport-related measures.

The Council has recently submitted a business case which proposes to reduce the discount offered on Low Emission permits from 100% to a 67% discount on the annual Mon – Fri Town centre permit price. This would see the annual charge increase to £360 for low emission (Band A) vehicles. The existing £10 permit would be maintained for zero emission vehicles only.

It is estimated that Stockport currently forgoes parking receipts of approximately £200,000pa to support the existing 'Low Emission' initiative. If unchanged it is estimated that this permit type will offer a 100% discount to an increasing number of eligible vehicles further increasing this forgone income.

- 1) There is a need to ensure that tariff structures in Council-owned car parks are consistent, and competitive with privately operated car parks**
- 2) The Council needs to maintain a minimum level of revenue to operate the parking service**
- 3) There is an opportunity to develop new parking offers to induce new businesses to use Council-owned car parks**

### 3. Where we want to be

#### 3.1 Future Development Proposals

One of the key issues to be addressed by the Strategy is the need to plan and manage an expected increase in demand for car parking as a result of proposed future developments within the study area. Through discussions with key stakeholders at SMBC and their Property Services Provider Carillion, a number of proposals for significant new developments within the Town Centre over the next 15 years have been identified.

In total, details of 56 potential developments have been identified through these stakeholder discussions. Of these, 50 are considered likely to have an impact on Town Centre parking, whether in terms of reducing provision, increasing demand, or both. The development proposals comprise of up to 3,800 new residential dwellings, approximately 50,000 sqm of office space, and approximately 20,000 sqm of retail / leisure uses.

A full analysis of the likely impacts of these developments with regards to the likely demand for parking each will generate, the likelihood that a development will include on-site parking, and whether on-site parking will be sufficient to accommodate the forecast demand, is provided in the accompanying Technical Note 'Stage 2: Strategy Development – Demand Forecasting', which is included as **Appendix B** to this report. For analysis purposes, the study area was divided into a number of zones. The zones were defined based on a combination of the location of existing car parks, the distribution of anticipated new developments, and the geography of the town centre. The extent of each zone is illustrated on Drawing Reference 60532715-REF-CT-002 in **Appendix E**.

The next section summarises the impacts.

#### 3.2 Impact of Future Developments on Parking Supply and Demand

The impact of the proposed and potential development sites with regard to parking is two-fold. Every development site will potentially have an impact with regard to increased demand for car parking. Several sites are located on existing car parks, so will additionally result in a reduction in the baseline availability of car parking stock in the Town Centre. However, there are also a number of potential new car park sites that have been identified through the stakeholder discussions, which will provide a net increase to the baseline parking supply. An assumed timeline of the forecast changes to the baseline parking supply and the impact on the residual Town Centre off street parking stock is presented in **Appendix B**.

Based on the assumptions set out in **Appendix B**, it is forecast that the net effect of the anticipated changes to car park provision will be an increase of approximately 1,200 publically available off-street parking spaces over the next 15 years. However, many of the proposed new spaces are intended to support parking demand associated with specific developments, and as such may not fully address the demand for new parking generated by the proposed developments identified.

It should be noted that the estimated level of demand generated by new developments represents a hypothetical 'worst-case' scenario, which assumes that the peak level of demand for both residential and non-residential developments occurs at the same time. In reality the periods of maximum parking demand for these two types of development are unlikely to overlap. Likewise, further variation can be expected within the broad 'non-residential' category, for example between office and retail developments. The demand forecasts also represent a worst-case assessment, assuming unconstrained demand and a relatively high car mode share. The estimates do not take into account factors such as reductions in car mode share due to availability of public transport, or limited on-site parking provision.

The analysis of the zones highlights that there is:

- A likely shortfall in provision of approximately 235 spaces in the Town Centre South East zone in the short term. This is largely a result of existing baseline demand combined with the closure of car parks for development sites. This shortfall is forecast to increase to around 300 spaces in the medium term, and around 535 spaces in the long term, due to demand generated by new developments. There is an existing issue with parking being displaced onto adjacent residential roads.
- A current reliance on Heaton Lane Multi Storey Car Park as a multi-use car park in the Town Centre North West zone. There is an ongoing issue with the condition of Heaton Lane Car Park and the potential that it requires improvement.
- A potential shortage of parking spaces in the Higher Hillgate zone in the medium to long term resulting from new residential developments in that area. However, there is a degree of uncertainty regarding some of these development proposals, and it is possible that some or all of the forecast additional demand could be accommodated by on-plot car parking within each development site.
- A reliance on private, store-based car parks in the Town Centre North East zone, but no short to medium term requirement for additional spaces. The impact of new commercial and residential demand in the area will need to be monitored, and there may be a longer term need to identify alternative provision for commercial and residential users.
- A shortfall in the Town Centre South West zone in the longer term, principally a result of the additional demand anticipated from the full build out of Stockport Exchange. However, this is a worst-case assessment, assuming unconstrained demand and a relatively high car mode share. The Transport Assessment which supported the planning application for Exchange assumed a lower level of demand based on limited provision of parking and close proximity to public transport services. This concluded that the available parking within the existing Exchange MSCP and the proposed expansion of CP1A would be sufficient to accommodate all of the expected demand for parking generated by the Exchange development.

- In the Edgeley zone, the principal demand for parking is generated by the potential development sites identified within the Stockport Station Masterplan but there is already displacement of parking onto adjacent residential roads. It should be noted that the Masterplan provides a potential schedule of development for a number of plots, but does not identify any car parking that might be provided to support these developments. It is possible that as part of the detailed design of these Station Masterplan sites, sufficient on-site parking would be provided to accommodate some or all of the forecast additional demand.

- 1) There will be demand for additional spaces provided in the Town Centre South East zone and parking provision as part of the Station Masterplan proposals will be required.**
- 2) There is an opportunity to improve the quality and condition of Heaton Multi-Storey Car Park**
- 3) Unrestricted parking is a particular challenge in the Town Centre South East and Edgeley zones and there is an opportunity to review the existing residential permitting scheme and town centre CPZ.**

### 3.3 Development of Key Objectives

Having identified the likely impact of future changes in car parking supply and demand, the following objectives have been identified:

#### **Objective 1 – Ensure an appropriate supply of car parking to meet future demands in the town centre through the provision of flexible, adaptable multi-use parking solutions that suit the requirements of a variety of users**

The appropriate location and level of parking within the Town Centre has a crucial part to play in its economic vitality. Research undertaken identified that the availability of parking at destinations is an important factor affecting car use, however high levels of car parking provision within the town centre may be an inappropriate use of valuable land which may contribute to car dependency. Where possible it was recommended that larger off street car parking facilities, where required, would be located on the fringes of the town centre to release smaller sites within the town centre for development and other uses. In addition, consideration must be given to the provision of parking for all users, including disabled drivers, parking for powered two-wheelers, electric vehicle parking, and parking spaces set aside for car club vehicles and cyclists.

#### **Objective 2 – Optimise the usage of existing capacity whilst minimising displacement into adjacent residential neighbourhoods.**

Whilst there is a recognised need to provide additional parking to cater for forecast demand shortfalls over the strategy period, it is also important that parking is not over-provided, both to help reduce the amount of capital expenditure required for new car parks, and to help to suppress any over-reliance on car usage, and encourage travel by sustainable modes. It is, therefore, important to make the most efficient use of existing parking facilities wherever possible, through accommodating a variety of users. For example, peak demand for residential parking generally occurs at a different time of day to that for

commuter parking, or retail parking. This therefore creates the opportunity to utilise the same car park for these different groups of users, rather than providing individual parking for each group.

**Objective 3 – Improve accessibility and signage to car parking within the town centre and from key surrounding routes so as to reduce the need for unnecessary traffic circulation in the town centre.**

The provision of high quality and safe car parks is an important element of the strategy, as often the car parking provision contributes to a visitor's first impression of the town.

Enhanced provision of parking information and its quality should be sought and attractive facilities for those with limited mobility or with families should be provided. There is a need to work with stakeholders to improve the quality of parking and information available, ideally through technology and in particular develop a new parking signage and information system that supports parking and wider aspirations, for example contributing to improved traffic flow, and related improvements in air quality, by reducing the time people are driving looking for a parking space.

**Objective 4 – Optimise income generation from car parking whilst supporting the vitality and economic attractiveness of the town centre to visitors, investors and developers.**

The provision of free or cheap car parking as a method of attracting footfall into the town centre needs to be balanced with the ongoing costs of maintaining and enforcing parking provision. Any additional income to the Council generated from increased parking charges needs to be balanced against the likely adverse impact on the attractiveness of the town centre as a competitive visitor, business and investment location when compared with competing offers in the region.

Tariff setting is of crucial importance in influencing demand for car parking, and hence helping to achieve the overall objectives of the parking strategy. The use of parking tariff controls will be important in managing demand for station car parking, and for controlling future conflicting demands for residential and commercial parking, particularly with regards to managing on-street parking, as developments are brought forward in the Town Centre.

## 4. Strategy Action Plan

### 4.1 Parking Strategy Action Plan

The following paragraphs identify specific actions and measures that will underpin the strategy and support each of the objectives.

### 4.2 On and Off-Street Provision

#### 4.2.1 Short Term (2017 – 2019)

In the short term there are known shortfalls in parking provision, particularly with regards to long-stay parking within the Town Centre South East Zone in the areas surrounding Wellington Street and Piccadilly. This shortfall is created by a combination of the historical and future loss of existing car parks that have been or will be turned over to development, such as the former private car park at Archer House and the London Place permit holders' car park. In addition long stay parking that occurs on street in the Covent Garden area will also be displaced when the Covent Garden Village development begins.

To counteract the issues foreseen in this area it is recommended that approximately 300 off-street parking spaces should be provided in the short term in this zone. This would provide adequate provision to cater for anticipated demand in the short and medium term in this area. It is recommended that these spaces are provided in a single new car park, in order to reduce land take and consolidate forecast parking demand into a single location, to act as a capture car park in order to reduce traffic circulation in the Town Centre. Two potential locations for new car parks have been identified on Wellington Street, one on the north side adjacent to Hempshaw House, and one on the south side close to the junction with Churchgate. Both of these sites would allow easy access by intercepting vehicles travelling from St. Mary's Way via Spring Gardens, without the need to travel through the Town Centre.

In terms of accessibility on foot, the location of the new car park should be determined by the designated users of the car park. For short stay (less than 1 hour) the parking facility should ideally be located within 5 minutes' walk time of the attractor (approximately 400metres). For stays of between 1 and 3 hours the facility should ideally be located within 10 minutes' walk time (800 metres) and for those greater than 3 hours a walk of more than 10 minutes is acceptable.

With regard to the cost implications and potential viability of options for providing these additional spaces, new surface car parking could be provided for approximately £1,000 per space. The cost of construction of a new multi-storey car park would be approximately £6,500-8,500 per space, while an intermediate decked car park solution would be in the region of £2,500 per space. A smaller surface car park may, therefore, be cheaper to construct and easier to achieve a high average occupancy, thereby offering a better rate of return than a larger, multi-decked car park.

However, based on the predicted need and potential land availability, provision of surface car parks in this case is likely to require more than one site, therefore increasing land take, reducing future regeneration potential, and potentially increasing vehicle movements circulating between car parks, as well as ongoing maintenance costs. As land in the town centre is finite, solutions which maximise the



number of spaces and minimise land take will be preferable land to be made available for other uses. A full business case would therefore be required, to identify a preferred option for the location and design of a new car park, taking into account both the headline capital costs of construction, any indirect costs as outlined above, and potential rates of return. Given the central location of any new facility, consideration should be given to ensure that high quality design is considered as part of the proposals.

### **Recommendations:**

1. Develop business case for new parking provision in the Town Centre South East zone.

#### **4.2.2 Medium Term (2020 – 2024)**

In the medium term the demand for parking in the areas surrounding Wellington Street and Piccadilly is forecast to increase further primarily due to new residential development. The exact level of additional demand is not easy to quantify at this stage, due to uncertainty regarding the exact number of new dwellings that might be built over the strategy period, and because of changing trends in car ownership. As such, it is recommended that residential demand is accommodated by providing parking on-plot where possible, or by provision of permits for use in dedicated areas within off-street car parks if necessary. Further detail on recommended proposed standards for provision of residential parking is included in section 4.8 below.

There are no forecast issues with regard to parking provision in the north of the Town Centre in the medium to long term. However, the available provision is heavily reliant on Heaton Lane MSCP being used as a multi-use car park for residential, commercial, leisure, hotel and retail users. This will require 24 hour access to the car park, and there is a likelihood that the car park will need rebuilding in the medium term to ensure it remains fit for purpose. This provides an opportunity to ensure that high quality design is delivered at this prominent location.

There will be a need to manage the displaced demand from Heaton Lane within alternative car parks while the MSCP is reconstructed. There is likely to be sufficient spare capacity to accommodate existing Heaton Lane demand within the Redrock/Merseyway MSCP for a temporary period. There is also an area to the west of the new Heaton Lane MSCP plot which is identified as a potential 100-space surface car park for contract parking. This plot could be used as a temporary car park for the Travelodge hotel during the reconstruction of the MSCP. It is recommended that the reconstruction of Heaton Lane takes place prior to the proposed developments at the Interchange, Weir Mill and Stagecoach Depot.

There will also be a potential shortfall in parking provision within Higher Hillgate due to new residential development. However, all these sites could reasonably be expected to provide adequate on-site car parking, and this should be enforced through the planning process, in line with recommended parking standards.

As reported in the Initial Findings report, there are currently around 475 on-street pay and display parking spaces within the Town Centre Controlled Parking Zone (CPZ). Within the study area there are also a large number of streets outside of the CPZ where unrestricted parking is available. With regards to the future management of parking within the study area, the key locations where intervention is likely to be necessary are:

2. East of Middle Hillgate;
3. West of Stockport Railway Station; and
4. Covent Garden, Massey Street and Banbury Street.

In order to complement wider strategic aims, on-street parking provision will need to be managed in these locations in particular in order to help ensure that parking occurs in appropriate locations. At present a large proportion of the on-street parking in these locations is commuter parking for nearby offices and businesses, and in Edgeley due to drivers seeking free railway station parking.

The future development proposals are likely to create increased demand for parking, and as such it is important that the strategy for on-street parking helps to control this demand. The strategy for managing on-street parking will be to ensure that, where there are conflicting demands, controls are implemented to ensure that on-street parking is prioritised for short-stay parking for local retail centres.

In the medium term, it is possible that an extension of the Town Centre CPZ will be needed, to include the area bounded by Canal Street and Higher Barlow Row. This should be complemented by the extension of the existing residents permit scheme to cover any additional streets which may be experiencing displacement parking. This would reinforce and encourage smarter travel choices for commuters and encourage more appropriate parking patterns.

The extension of existing zones and/or introduction of new zones will have significant implications in terms of time and resources, given the lengthy TRO and consultation processes which would be necessary. It is therefore proposed that a review of the existing CPZ is undertaken to assess operational issues and any displacement parking issues. A more detailed investigation is required into parking habits in areas not currently covered by a Zone, in order to establish any benefits to introducing the new Zone or extending an adjacent existing one.

### **Recommendations:**

2. Review business case for redeveloping Heaton Lane car park to ensure it remains fit for purpose.
3. Review case for extending Town Centre CPZ with complementary extension of existing residential permit scheme to cover any additional displacement parking as a result.

#### **4.2.3 Long Term (2025 – 2030)**

In the long term the new developments and background growth is forecast to further increase the demand for parking in the Town Centre South East zone in the areas surrounding Wellington Street and Piccadilly. There is a forecast long-term need for approximately 250 off-street parking spaces in this area, in addition to the 300 identified in the short term. As with the considerations set out in the short-term recommendations above, a full business case would be required to identify a preferred option for the location of the new car park(s).

As noted above, there are no forecast issues with regard to parking provision in the north of the Town Centre in the medium to long term. However, as well as reliance on Heaton Lane MSCP, there is also a potential reliance in the long term for accommodating residential parking within the Merseyway MSCP.

As such, in the longer term there may be a need to identify alternative provision for commercial and residential users.

Over the long term, there is forecast to be sufficient capacity within the refurbished Heaton Lane MSCP to accommodate the peak demand for parking generated by proposed residential developments at the Interchange site, Weir Mill and the Stagecoach Depot site, with adequate spare capacity parking by other users, without the need for further additional new parking in this area. However, it may be necessary to identify alternative parking provision in this area in the event that Heaton Lane MSCP is not redeveloped as a car park.

A site for a proposed new 400 space MSCP at Exchange Street has been identified, to be constructed in conjunction with the redevelopment of former Stagecoach Depot and Royal Mail Sorting Office sites. This could also potentially support parking demand in the Town Centre North West zone in the medium to long term, as well as providing overflow parking for Stockport Exchange. However, it will be necessary to closely monitor parking trends at Stockport Exchange and the railway station.

The later phases of Stockport Exchange and the proposed Station Masterplan development area will generate a demand for parking in the long term in the south west of the Town Centre, and in the Edgeley zone to the west of the railway station. However, the exact extent of this demand is difficult to quantify at this stage. The existing Exchange MSCP and expanded CP1A car park should provide sufficient capacity to accommodate the later phases of Stockport Exchange, but this is dependent on a relatively low level of car usage. Likewise, the regeneration zones included in the Station Masterplan include a number of specific developments that have already been accounted for in the demand forecasts, which therefore include a degree of double counting. Given the location of these developments adjacent to the railway station, car use should be low, although there will potentially be a need to provide further parking to accommodate a growth in the number of rail passengers.

The Station Masterplan proposals should therefore include a detailed consideration of the likely car parking requirements, and should provide adequate provision of parking spaces within a new MSCP within the masterplan area, to cater for both development-generated demand and future increased demand for railway station parking.

#### **Recommendations:**

4. Develop business case for additional car parking provision at Exchange Street.
5. Identify longer term opportunities to provide additional off-street spaces in Town Centre South East zone.
6. Review potential for new MSCP as part of Station Masterplan proposals.

## 4.3 Provision for Disabled Parking/ Electric Vehicles/ Car Clubs

### 4.3.1 Disabled Parking Bays:

As noted in section 2.1, the existing off-street disabled parking provision is primarily located within the Heaton Lane, Merseyway and Stockport Exchange MSCPs. The existing provision equates to approximately 3.5% of the overall total of off-street parking provision managed by SMBC.

It is recommended that disabled parking provision should be enhanced in all Council operated car parks. For car parks intended for shopping, leisure and recreation use, a provision of 4 disabled bays plus 4% of the overall parking stock is recommended for car parks larger than 200 spaces, in accordance with Department for Transport guidance note TAL 05/95 "*Parking for Disabled People*". For car parks smaller than 200 spaces, 6% of capacity (or a minimum of 3 bays) should be designated as disabled bays. This should also be implemented in conjunction with the delivery of any new car parks identified in the Demand Management Strategy, so as to provide an adequate number of disabled bays.

### Recommendations:

7. Enhance provision of disabled parking through delivery of additional spaces in Council-operated car parks.

### 4.3.2 Electric Vehicle Provision:

A number of dedicated electric vehicle parking spaces have already been installed on-street in the Town Centre. Electric car registrations in the UK have increased by almost 20% in the first half of 2017<sup>1</sup>, compared to the same period in 2016. Furthermore, major manufacturers are increasingly concentrating on production of electric vehicles, for example the recent announcement by Volvo for all new models to be plug-in or hybrid electric cars by 2019<sup>2</sup>. As such, the demand for electric car charging spaces is likely to increase significantly over the strategy period.

In the short term the usage of existing electric parking bays should be monitored in order to fully understand current local trends in electric car ownership, and continue to roll out charging facilities as required. In the medium to long term the proportion of spaces set aside for electric vehicles will need to be further increased, in both on-street and off-street parking areas.

The actual number of spaces required will depend on future trends in electric vehicle ownership. Given the potential future requirement for charging points, in order to reduce the reliance on siting charging points within Council-owned car parks, the introduction of a parking standard which obligates developers to provide a minimum number of electric vehicle bays may be necessary.

It should be noted that the provision of disabled bays and electric vehicle charging bays are not mutually exclusive and consideration needs to be given to ensure that there is appropriate charging infrastructure available in disabled bays as demand for electric vehicle charging increases over time. However,

<sup>1</sup> <http://www.nextgreencar.com/electric-cars/statistics/>

<sup>2</sup> <https://www.theguardian.com/business/2017/jul/05/volvo-cars-electric-hybrid-2019>

consideration will need to be given to make sure that any electric charging facilities in disabled bays are not used to the detriment of users needing to park in disabled bays.

#### **Recommendations:**

8. Continue to monitor usage of existing electric parking bays and enhance provision (including for disabled bays) as required
9. Review opportunities for introducing minimum parking standards for electric vehicles

#### **4.3.3 Car Club Parking**

SMBC has recently introduced a Car Club scheme for staff site visits, in order to provide an alternative to staff using their own vehicle for work purposes, and reduce the need for staff vehicle parking. In order to help reduce the wider demand for Town Centre car parking, similar schemes should be encouraged for new residential and office developments in the Town Centre, with appropriate dedicated parking spaces provided. Car clubs are now recognised as a key tool in providing for urban mobility needs by offering a realistic and economical alternative to private car ownership. However the success of a Car Club scheme could be dependent on how they are planned into new residential developments. Car Club schemes should be encouraged at new developments through the planning process, in order to ensure that dedicated parking bays are considered as an integral component of scheme design, and are provided in convenient locations where people easily see them, rather than being introduced at the end of the planning process when they may be much less well-located.

As with electric vehicle parking, the actual number of spaces required will depend on future trends in car club membership, but in the medium to long term the introduction of a parking standard obligating developers to provide a minimum number of car club bays may be necessary.

#### **Recommendations:**

10. Review opportunities for introducing minimum parking standards for Car Club parking
11. Continue to monitor roll-out of car club schemes and increase on and off-street parking provision as required.
12. Continue to work with major employers and stakeholders in the town centre to expand car club schemes.

### **4.4 Routeing, Access and Signage**

SMBC is currently in the process of implementing the Town Centre Access Plan (TCAP), a series of highway improvement schemes aimed at easing congestion for buses and general traffic, and improving pedestrian and cycle access. The full TCAP scheme will include a number of route improvements, in particular the creation of a new link road between the A6 and Travis Brow, which will help improve access to key development sites including Redrock and Stockport Exchange, as well as Heaton Lane car park. Another key element of TCAP will be the implementation of an upgraded Town Centre Signage Strategy.

A key part of the analysis of future parking demand set out in section 4.2 above was the identification of a Town Centre zoning system, which segregated the centre into discrete zones for the purposes of identifying where the key focus of future demand would be located. It is recommended that the TCAP signing strategy should take into account this notional zoning strategy with regard to directional signage to car parks. This will help to ensure that drivers are guided along suitable routes to an appropriate car park within their intended destination zone. In conjunction with the new signing arrangements, these 'core routes' for drivers could then have focused spending on maintaining access to car parking, reducing the impact of the car on the Town Centre environment, reducing 'dead miles' and improving local air quality.

Examples of proposed options for core routes to parking zones, taking into account anticipated TCAP alterations to the existing highway network, are included in **Appendix E**.

In the long-term it would also be possible to widen the use of information and vehicle management technologies across the Town Centre. Further consideration of possible new technologies that could be implemented in the long-term to improve vehicle routing to car parks is included in section 4.7 below. It is important that the introduction of new technology aimed at improving efficiency and enhancing the parking experience should take into account the car park routing strategy, so for example ensuring that sat-nav directions do not direct drivers along inappropriate routes.

### Recommendations:

13. Implement strategic car park signing on key routes into the Town Centre routing and access strategy being implemented in conjunction with TCAP signing.

14. Update vehicle wayfinding strategy to reflect any changes to traffic routes in town centre linked to Station Masterplan redevelopment.

## 4.5 Tariffs

In order to identify potential options for revising tariffs in conjunction with other strategy actions, a review of existing parking tariffs within the study area has been undertaken, to identify potential revenue uplift and manage demand appropriate to the location of each car park. The review has been cognisant of the challenges surrounding parking tariffs and the unintended consequences which could arise from any changes. This is included as **Appendix C** to this report. Based on this review, the following options for tariff revisions have been identified as being worthy of further exploration:

Option	Opportunity	Detail	Benefits	Threats
1	Amend town centre tariff bands to introduce 2 hour minimum stay band	Remove one hour tariff band and add minimum stay of 2 hours for £1.60. Other charges to remain unchanged.	Increased income Promotes longer town centre visits	Could stymie an increase in visitor numbers. Potential transfer of shorter stay visitors to cheaper / free private car parks
2	Harmonisation of Town Centre tariffs	Bring Churchgate in line with other Town Centre car parks	Consistent pricing policy in Stockport will reduce cross town traffic	
3	Extend parking charges from 6am – 6pm		Increased income	Hotel visitors will be charged additional amounts

Option	Opportunity	Detail	Benefits	Threats
4	Amend district centre tariff bands	Remove 1 hour option and increase minimum charge to 50p	Increased income	Increased displacement in district centres
5	Harmonise charging mechanism at all Council-owned car parks near railway stations and used by commuters	Ensure consistency across all council-owned car parks	Increased income	Increased displacement to surrounding residential streets Lack of alignment with wider policy to encourage use of public transport

It should be noted that this review was based on a limited range of available data regarding ticket sales and occupancy. Further detailed analysis of existing ticket sales and length of stay data at a wider range of car parks would be required in order to determine appropriate revisions to the current tariff structure.

Tariffs at the proposed new car parks identified in Section 3.2 above should be set at levels appropriate to their location and intended use, in line with tariffs already in place at nearby existing car parks.

Further work is required to review the impact of the options presented in the table above, and to test their viability against the Council's Medium Term Financial Plan.

#### Recommendations:

15. Complete review of existing tariff structure at Council-owned car parks in order to identify optimum solution from options presented

16. Continue to regularly monitor impacts of tariffs, and formally review tariffs on an annual basis, amending if required in accordance with local and national economic trends.

## 4.6 Payment Systems and New Technology

The increasing use of new technology is providing significant opportunities for reducing administrative and operational costs, whilst at the same time improving the customer experience. Pay by Phone (RingGo) was introduced in Stockport in 2012 and provides customers with the ability to pay with a debit/credit card and eliminate the need to find the correct change. Despite some research indicating that this form of payment is generally unpopular and avoided<sup>3</sup>, the increasing shift towards an overall cashless economy<sup>4</sup> means that demand for pay by phone is likely to further increase in the future.

There are two main areas of activity; continued integration of facilities and functions, and take up of smart phones for both payment and information by the user and for enforcement purposes. This is resulting in the need for fewer points of contact between the user and the service provider and in enabling the CEO to have greater control of ticket issue (in real time logging environments) and immediate responses, leading to greater ease of use and customer satisfaction, and a consequent reduction in both PCN issue and appeals and representations together with associated costs.

Options for further improving the parking experience for both the user and the provider include integrated database management and increasing smart phone use or facilitating credit/debit card

<sup>3</sup> <http://www.bbc.com/news/business-40866201>

<sup>4</sup> <https://www.theguardian.com/money/2017/jul/12/cash-contactless-payments-uk-stores-cards-british-retail-consortium>



payments, supported by a range of payment software applications. In the short term to medium term, however, the use of pay and display should also be retained in order to enhance the parking experience by providing users with a full choice of payment methods, and reduce the risk of users being deterred by being forced into cashless payment, and hence choosing to park elsewhere or visit alternative destinations. Where appropriate, provision should be made for P&D machines to accept a full range of payment types, including debit and credit card payments, in order to improve user convenience and dwell times, and reduce operating costs. However, given the high installation and staffing costs, pay and display is unlikely to provide a cost effective long term solution given the trend for increasing smart phone use.

At proposed new MSCP sites, pay on foot would be a strong recommendation, but this would depend on future use characteristics for the proposed car park. Pay on foot is expensive to install compared to other payment systems, but provides benefits in terms of user convenience, encouraging longer dwell times (and hence income capture), and improves the efficiency of traffic flows on entry and exit. Generally Pay on Foot is most suited for car parks greater than 100 spaces, where there is a high turnover of vehicles.

In the long-term, the cashless parking offer could be supplemented and supported by the introduction of bay sensing technology. This approach is starting to be introduced in the UK, with Cardiff recently introducing over 3,000 vehicle detection sensors in both on and off-street locations. These sensors are linked to strategically-placed variable message signs and a parking locator app, with drivers able to see the real-time availability of parking spaces. Such a system has also been implemented by Westminster Council. The principal benefit of such a system is to reduce congestion and carbon emissions by enabling more efficient movement of traffic, with vehicles spending less time looking for a parking space. At the same time, Penalty Charge Notices can be issued more efficiently, as CEOs can instantly see the locations of vehicles with expired parking sessions. However, since similar benefits can also be provided by the existing pay by phone offer, and given that the typical life cycle of sensors at present is around 5 years, the introduction of this type of smart parking technology in Stockport is likely to be a long-term measure.

#### **Recommendations:**

17. Introduce payment machines offering chip and pin or contactless debit/ credit card payments, whilst retaining pay by cash options.
18. Review effectiveness of pay by phone and consider wider implementation
19. Utilise electronic media (including website and apps) to provide more information for visitors
20. Review opportunities to integrate parking payment and management technologies with information systems within a single comprehensive system.
21. Consider implementation of bay sensor technology linked to parking software application.

## **4.7 Parking Standards**

A significant proportion of the forecast future development within Stockport Town Centre comprises new residential developments. The management of residential parking will therefore be an important factor in meeting the aims of the Parking Strategy, and helping to achieve wider policy objectives.



The currently adopted parking standards for Stockport identify a maximum provision of 1.25 spaces per dwelling for town centre residential developments. However, in order to balance the provision of sufficient parking with the wider policy aims of reducing car travel and encouraging the use of alternative modes of transport, there is the potential to consider reducing this maximum provision standard.

The most recent guidance in Manual for Streets and the Residential Car Parking Research undertaken by the Department of Communities and Local Government in 2007, indicates that car parking for residential developments should be based on demand for parking over the Local Plan period, and make use of local car ownership and demand predictions. Furthermore, the guidance also emphasises the distinction between allocated spaces per dwelling, and non-allocated parking provision for use by residents and visitors. The encouragement of the use of residents' parking permits in off-street car parks will help to make more efficient usage of parking spaces. It is likely that in the future there will be a decreasing trend in personal car ownership, particularly for those people who choose to live in a Town Centre location. Increasing usage of car clubs, improvements in public transport, the proximity to Town Centre facilities, and in the longer term the increasing tendency towards self-driving vehicles will all play a part in helping to reduce the need for dedicated parking spaces allocated to individual dwellings.

The recent Manchester Residential Quality guidance advises that 'providing sufficient car parking in an appropriate manner is important in ensuring that cars do not dominate the street'. It also identifies that the need for residential parking provision is likely to vary depending on the target market for a development. For example, build to rent developments aimed at younger demographic are likely to require higher levels of cycle parking and / or provision of car club parking, while higher end developments may need more internal parking spaces.

In the short term it is recommended that consideration be given to parking standards for residential developments being amended to permit a maximum of 1 allocated space per dwelling across a defined Town Centre area (e.g. within the Town Centre CPZ). In order to achieve a greater efficiency of parking, and balancing this with future trends with regard to demand and car ownership, it is recommended that developers are encouraged to provide unallocated parking where appropriate.

Where possible, parking should be provided within the boundary of a development site. For developments involving listed buildings or conversions of older sites where provision of parking on-site or on-street is likely to be impractical, a more holistic approach may be needed. In these instances spaces should be provided within the nearest MSCP. These spaces should be supplied in the form of permit allocation to a specific car park, rather than through the allocation of a specific number of reserved parking spaces, which may not all be required.

In order to encourage sustainable travel, it is recommended that cycle parking at new residential developments is provided in excess of 50% provision relative to apartment numbers, with a recommended minimum provision of 4 cycle spaces per car parking space. Cycle storage should actively encourage use, and be designed, located and managed in such a way that residents feel that their bike is in a safe and secure location, and that they feel safe using it.

Detail on increasing cycling provision outside of private developments is considered as part of the Council's draft Cycling and Walking Strategy.

### Recommendations:

22. Review and implement guidance on residential parking standards to ensure parking for new developments is delivered in line with current best practice.

23. Encourage private car park operators to invest in their facilities to achieve the Park Mark standard

## 4.8 Strategy Actions Summary

Drawing on the Strategy Action Plan set out in section 4, this section summarises the principle actions that comprise the Town Centre Car Parking Strategy. This Action Plan should be reviewed regularly depending on identified trends and changes to requirements, with proposed measures either brought forward or delayed accordingly.

Objective	Action
1) Ensure an appropriate supply of car parking to meet future demands in the town centre through the provision of flexible, adaptable multi-use parking solutions that suit the requirements of a variety of users	<ul style="list-style-type: none"> <li>• Develop full business case for new parking provision in the Town Centre South East zone by Autumn 2018</li> <li>• Review and implement guidance on residential parking standards to ensure parking for new developments is delivered in line with current best practice</li> <li>• Encourage private car park operators to invest in their facilities to achieve Park Mark standard</li> <li>• Review business case for redeveloping Heaton Lane car park to ensure it remains fit for purpose</li> <li>• Develop business case for additional car parking provision at Exchange Street.</li> <li>• Identify longer term opportunities to provide additional off-street spaces in Town Centre South East zone.</li> <li>• Review potential for new MSCP as part of Station Masterplan proposals</li> </ul>
2) Optimise the usage of existing capacity whilst minimising displacement into adjacent residential neighbourhoods	<ul style="list-style-type: none"> <li>• Review case for extending Town Centre CPZ with complementary extension of existing residential permit scheme to cover any additional displacement parking as a result.</li> <li>• Enhance provision of disabled parking through delivery of additional spaces in Council-operated car parks.</li> <li>• Continue to monitor usage of existing electric parking bays and enhance provision as required</li> <li>• Review opportunities for introducing minimum parking standards for electric vehicles</li> <li>• Review opportunities for introducing minimum parking standards for Car Club parking</li> <li>• Continue to monitor roll-out of car club schemes and increase on and off-street parking provision as required.</li> <li>• Continue to work with major employers and stakeholders in the town centre to expand car club schemes.</li> </ul>
3) Improve accessibility and signage to car parking with the town centre and from key surrounding routes so	<ul style="list-style-type: none"> <li>• Implement strategic car park signing on key routes into the Town Centre routing and access strategy being implemented in conjunction with TCAP signing.</li> </ul>

as to reduce the need for necessary traffic circulation in the town centre.	<ul style="list-style-type: none"> <li>• Update vehicle wayfinding strategy to reflect any changes to traffic routes in town centre linked to Station Masterplan redevelopment</li> <li>• Utilise electronic media (including website and apps) to provide more information for visitors</li> <li>• Consider implementation of bay sensor technology linked to parking software application</li> </ul>
4) Optimise income generation from car parking whilst supporting the vitality and economic attractiveness of the town centre to visitors, investors and developers	<ul style="list-style-type: none"> <li>• Complete review of existing tariff structure at Council-owned car parks in order to identify optimum solution from options presented in Table 6</li> <li>• Review tariffs on an annual basis and amend if required in accordance with local and national economic trends.</li> <li>• Introduce payment machines offering chip and pin or contactless debit/ credit card payments, whilst retaining pay by cash options.</li> <li>• Review effectiveness of pay by phone and consider wider implementation</li> <li>• Review opportunities to integrate parking payment and management technologies with information systems within a single comprehensive system.</li> </ul>

It is recognised that it is not possible to implement all the proposed measures overnight, particularly since many of the interventions will be made in response to the impact of future new developments. The table below categorises the actions into short, medium and long term timescales.

#### Timescales Strategy Delivery

Short (2017-2019)	<ul style="list-style-type: none"> <li>• Develop full business case for new parking provision in the Town Centre South East zone by Autumn 2018.</li> <li>• Review and implement guidance on residential parking standards to ensure parking for new developments is delivered in line with current best practice</li> <li>• Encourage private car park operators to invest in their facilities to achieve Park Mark standard</li> <li>• Enhance provision of disabled parking through delivery of additional spaces in Council-operated car parks.</li> <li>• Review opportunities for introducing minimum parking standards for electric vehicles</li> <li>• Review opportunities for introducing minimum parking standards for Car Club parking</li> <li>• Continue to monitor usage of existing electric parking bays and enhance provision as required</li> <li>• Continue to monitor roll-out of car club schemes and increase on and off-street parking provision as required.</li> <li>• Implement strategic car park signing on key routes into the Town Centre routing and access strategy being implemented in conjunction with TCAP signing.</li> <li>• Complete review of existing tariff structure at Council-owned car parks in order to identify optimum solution from options presented in Table 6</li> <li>• Introduce payment machines offering chip and pin or contactless debit/ credit card payments, whilst retaining pay by cash options.</li> <li>• Continue to work with major employers and stakeholders in the town centre to expand car club schemes.</li> </ul>
Medium (2020-2024)	<ul style="list-style-type: none"> <li>• Review business case for redeveloping Heaton Lane car park to ensure it remains fit for purpose</li> <li>• Review potential for new MSCP as part of Station Masterplan proposals</li> <li>• Review case for extending Town Centre CPZ with complementary extension of existing residential permit scheme to cover any additional displacement parking as a result.</li> <li>• Utilise electronic media (including website and apps) to provide more information for visitors</li> </ul>

- Review tariffs on an annual basis and amend if required in accordance with local and national economic trends.
  - Review opportunities to integrate parking payment and management technologies with information systems within a single comprehensive system.
  - Review effectiveness of pay by phone and consider wider implementation
- 

Long

(2025–2030)

- Develop business case for additional car parking provision at Exchange Street.
- Identify longer term opportunities to provide additional off-street spaces in Town Centre South East zone.
- Update vehicle wayfinding strategy to reflect any changes to traffic routes in town centre linked to Station Masterplan redevelopment
- Consider implementation of bay sensor technology linked to parking software application

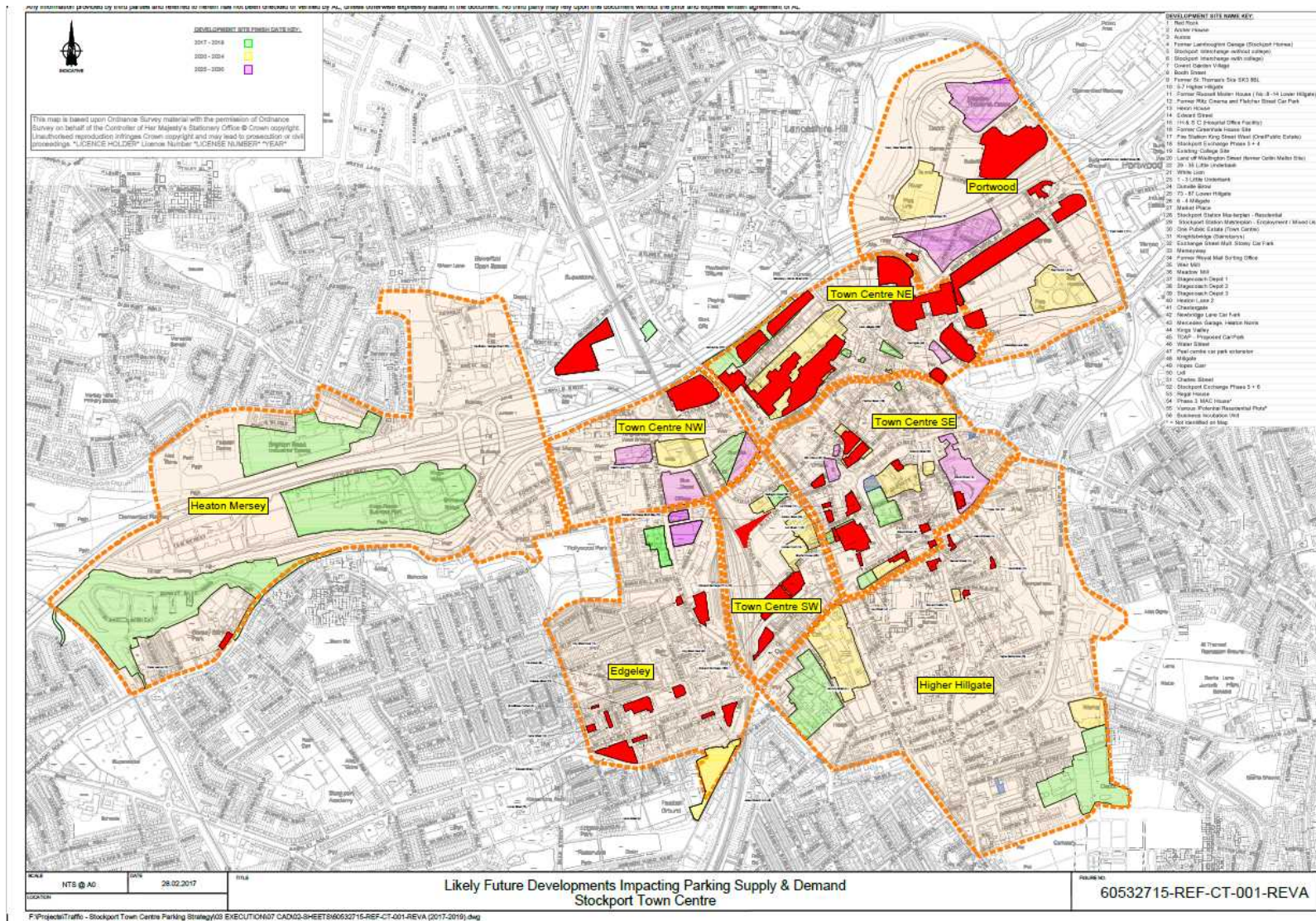
## Appendix A Baseline Findings Report

## Appendix B Demand Management Forecast

## Appendix C Tariff Options



## Appendix D Demand Forecast Zones





## Appendix E Proposed Strategic Access and Routing

Figure 1. Proposed Strategic Access and Routing Plan – Town Centre North West

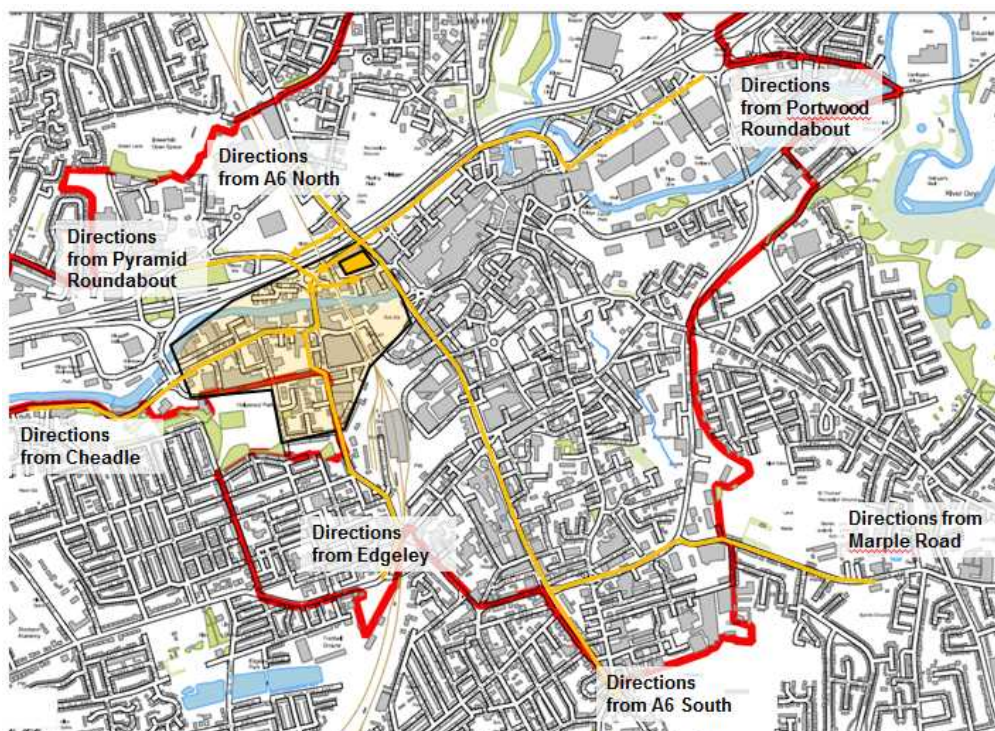


Figure 2. Proposed Strategic Access and Routing Plan – Town Centre North East

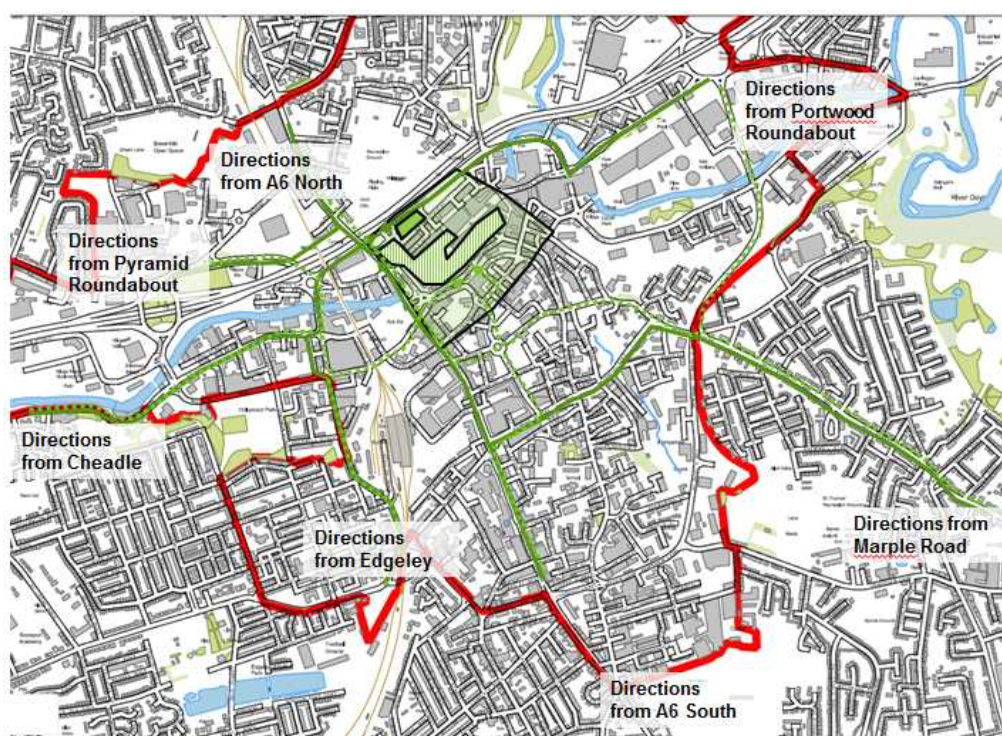




Figure 3. Proposed Strategic Access and Routing Plan – Town Centre South West

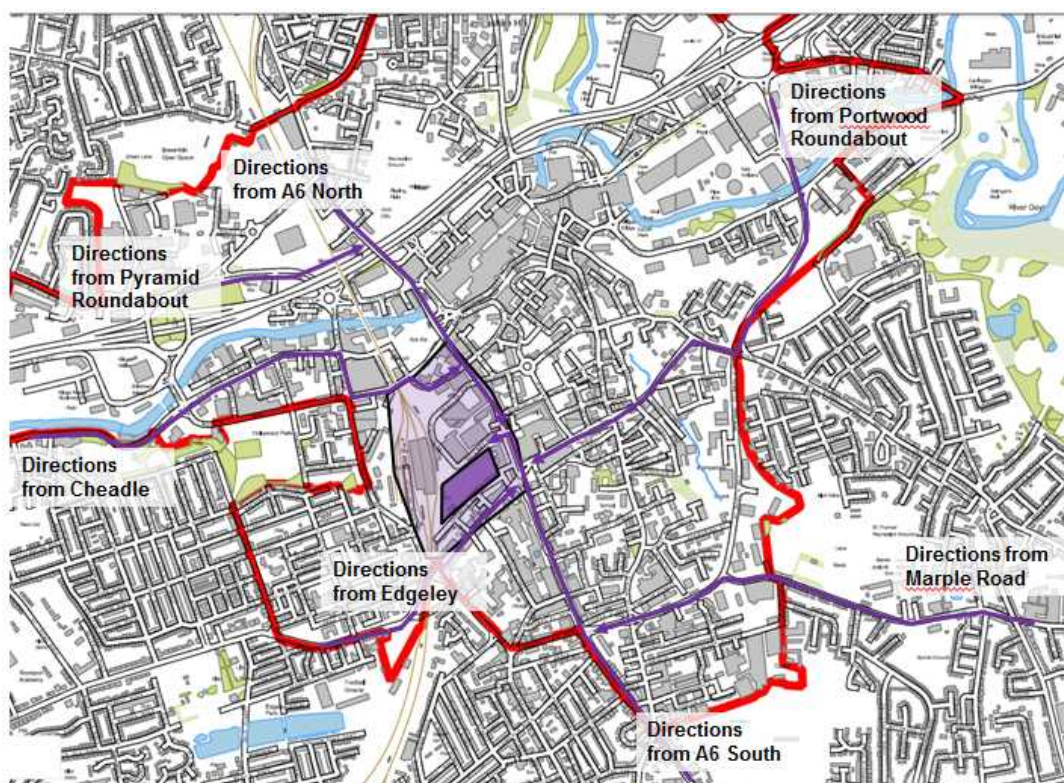
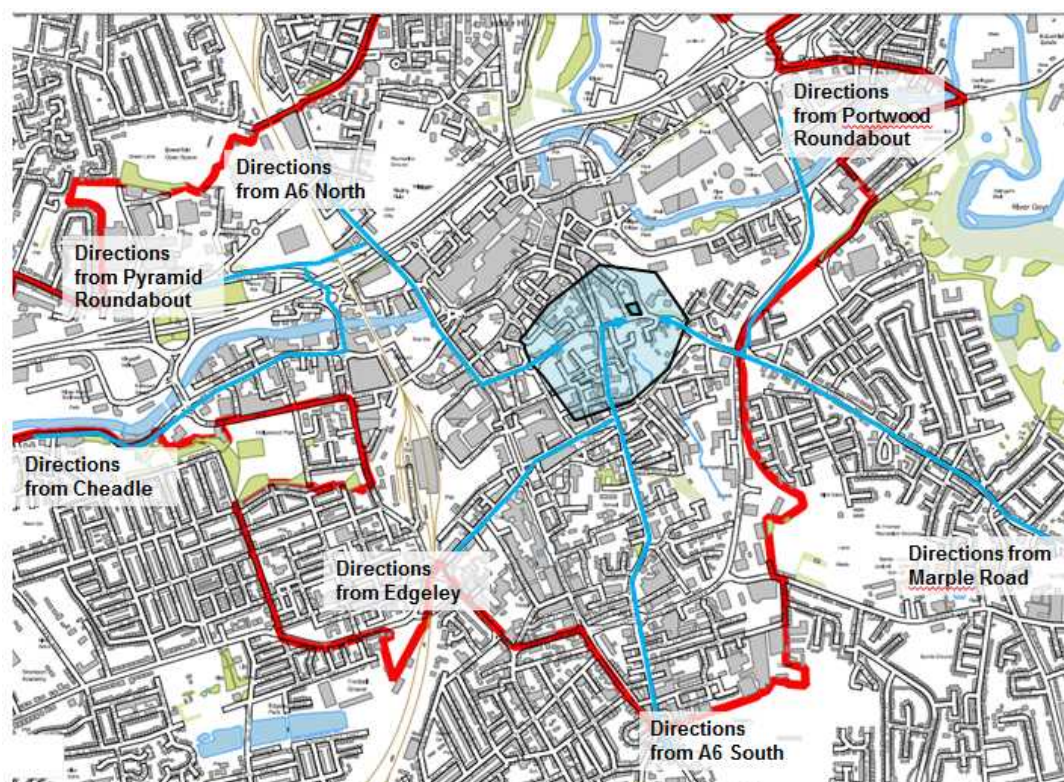


Figure 4. Proposed Strategic Access and Routing Plan – Town Centre South East





# Stockport Town Centre Parking Strategy

## Baseline Report

November 2017

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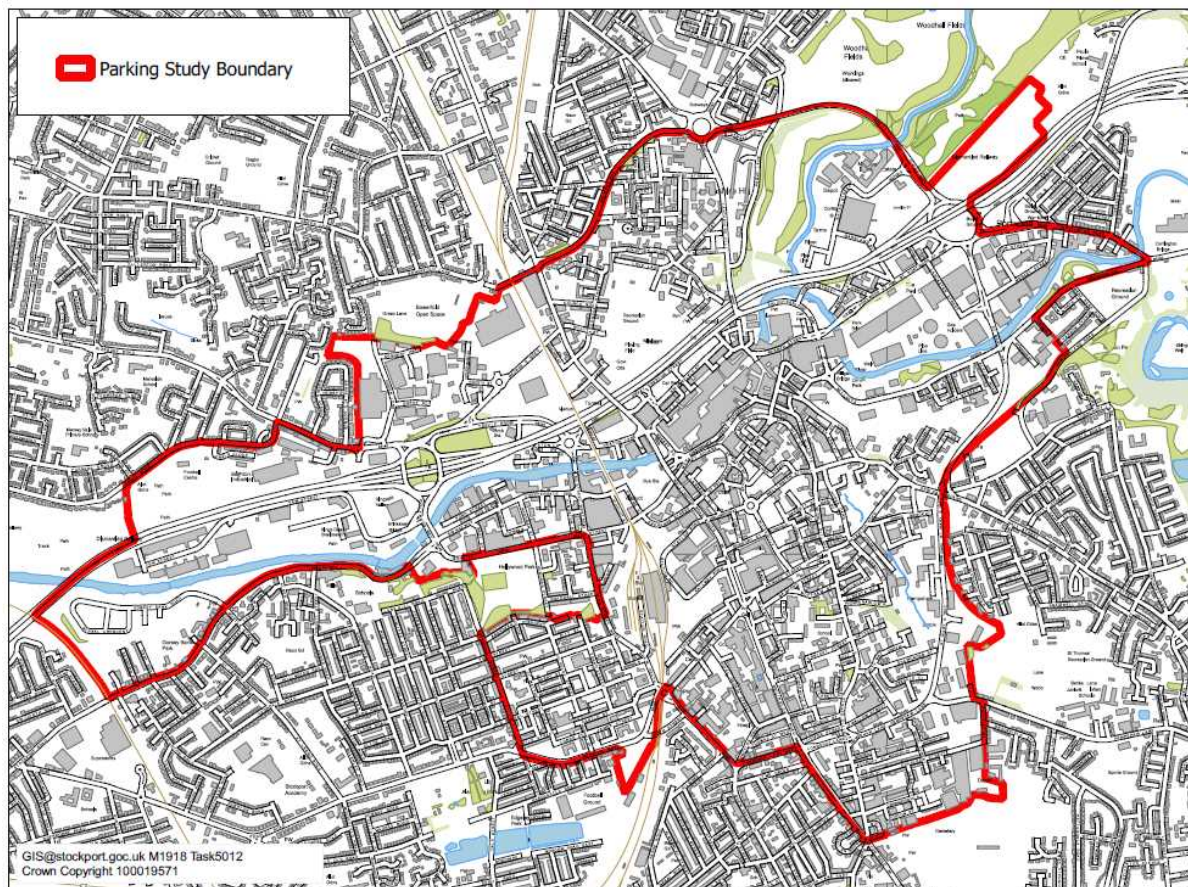
## 1 INTRODUCTION

### 1.1 Preamble

- 1.1.1 AECOM have been appointed by Stockport Metropolitan Borough Council (SMBC) to produce a Parking Strategy for Stockport Town Centre. Stockport is going through a period of change, driven by a number of recent developments within the Town Centre, and major changes in the local road network. These proposals are aimed at providing increased leisure-based attractions for visitors to the Town Centre, extending the daytime economy into the evening, whilst maintaining accessibility and permeability within the Town Centre.
- 1.1.2 These growth plans need to be supported by the right parking infrastructure, with the right levels of car parking provided, in the right places and at the right tariff. A car parking strategy is therefore needed to ensure that the right mechanisms and processes are in place to plan for future provision. The parking strategy will be cognisant of both the current parking service provision, and the potential to enhance provision in light of the proposed regeneration and road network changes.
- 1.1.3 The parking strategy will assess the quality and quantity of existing parking stock around the town, consider existing and future demand, and assess the implications of Town Centre regeneration proposals.
- 1.1.4 This report summarises the initial findings from this analysis and provides a list of the main issues and existing shortfalls arising that will help to form the overall Parking Strategy for Stockport Town Centre.
- 1.1.5 The study area for the study is shown in **Figure 1**.



Figure 1: Stockport Town Centre Study Area



## 1.2 Methodology

- 1.2.1 A number of data sources have been interrogated in the production of this report. New on-site audit data has been collected, reflecting the latest position in terms of parking availability, quality and provision of spaces. Finally, discussions with key stakeholders from SMBC's Regeneration and Transport departments have informed the most up-to-date view of development within the Town Centre over the study period to 2030.

## 2 STUDY BASELINE

### 2.1 Introduction

- 2.1.1 This section summarises the existing situation with regard to the availability of publicly available off-street car parking, both private and local authority operated. This does not include car parks which are not open to the general public, but does include retailer owned car parks such as Sainsbury's, Asda, Matalan and Tesco car parks, as the public may park here and undertake linked town centre trips.
- 2.1.2 For the purposes of this study, **the baseline assessment considers the parking situation as at the end of 2016**. Therefore developments that are currently on site will be included within the 2017 to 2020 time period.

### 2.2 Overview of Current Parking Provision

- 2.2.1 At the end of 2016, there were 46 recognised car parks in Stockport town centre which were designated as off-street and publicly available. The location of these publically available car parks are shown in **Figure 2**, overleaf. Of these 46 car parks, 30 (65%) were managed by SMBC, with the remaining 16 (35%) managed by private operators.



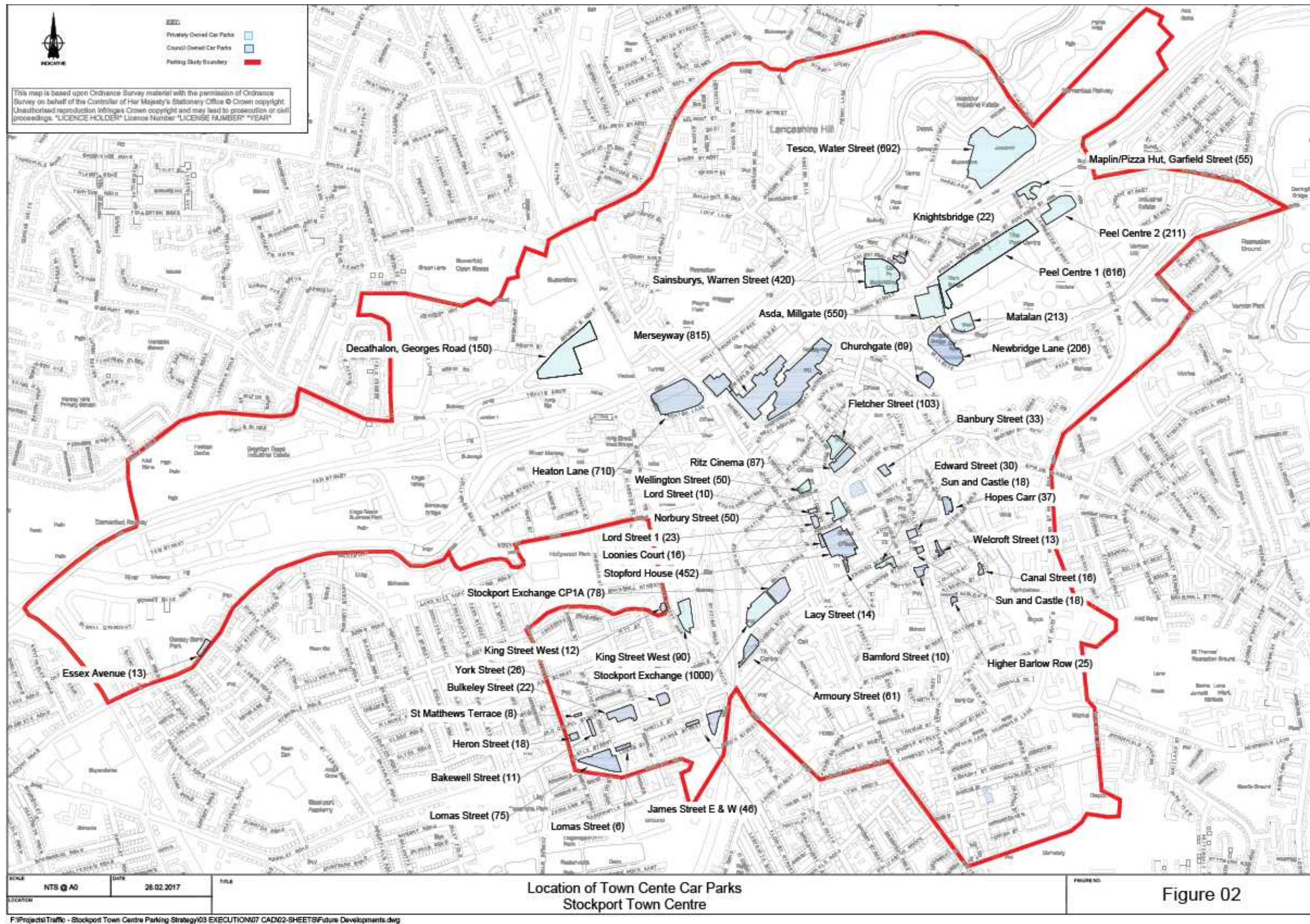


Figure 2: Location of Town Centre Car Parks



2.2.2 The car parks within the study area which have been reviewed as part of the audit process are summarised in **Table 1**.

2.2.3 Altogether, these car parks provided a total capacity of 7,251 parking spaces. 2,933 (40%) of these spaces were under SMBC management, with 4,318 (60%) being privately operated. However, of the 2,933 spaces managed by SMBC, only 2,420 spaces are publically available, with the remaining 513 spaces being available on a contract or permit-only basis.

Ref.	Area	Location	Ownership	Operated by	Total Capacity	Spaces Available to Public
1	Town Centre	Higher Barlow Row	Council	Council	8	8
2	Town Centre	Sun and Castle	Private	Sun and Castle Pub	18	18
3	Town Centre	Welcroft Street	Council	Council	13	13
4	Town Centre	Armoury St.	Council	Council	61	61
5	Town Centre	Bamford Street	Council	Council	10	10
6	Town Centre	Banbury St.	Council	Council	33	33
7	Town Centre	Churchgate	Council	Council	69	69
8	Town Centre	Edward Street	Council	Council	16	0
9	Town Centre	Fletcher Street	Private	Private	103	103
10	Town Centre	Heaton Lane	Council	Council	710	710
11	Town Centre	Hopes Carr	Council	Council	37	37
12	Town Centre	Knightsbridge	Council	Council	22	22
13	Town Centre	Lacy Street	Council	Council	14	4
14	Town Centre	Loonies Court	Council	Council	16	0
15	Town Centre	Lord Street 1	Council	Council	23	0
16	Town Centre	Lord Street 2	Council	Council	10	0
17	Town Centre	Merseyway	Council	NCP	815	815
18	Town Centre	Newbridge Lane	Council	Council	206	206
19	Town Centre	Ritz Cinema	Council	Council	87	87
20	Town Centre	Stockport Exchange - CP1A	Council	Council	78	0
21	Town Centre	Stopford House	Council	Council	452	138
22	Town Centre	Canal Street	Council	Council	16	16
23	Cheadle Heath	Essex Avenue	Council	Council	13	13
24	Edgeley	Bakewell Street	Council	Council	11	11
25	Edgeley	Bulkeley Street	Council	Council	22	22
26	Edgeley	Heron Street	Council	Council	18	0
27	Edgeley	James Street East & West	Council	Council	46	46
28	Edgeley	King Street West	Council	Council	12	0

29	Edgeley	Lomas Street	Council	Council	6	0
30	Edgeley	St.Matthew's Terrace	Council	Council	8	8
31	Edgeley	York Street	Council	Council	26	26
32	Town Centre	Tesco, Water Street	Private	Tesco	692	692
33	Town Centre	Peel Centre, Great Portwood Street	Private	Excel Parking	616	616
34	Town Centre	Peel Centre 2, Great Portwood Street	Private	Excel Parking	211	211
35	Town Centre	Matalan, Millgate Bridge	Private	Smart Parking Ltd	213	213
36	Town Centre	Asda, Millgate	Private	Asda	550	550
37	Town Centre	Sainsbury's, Warren Street	Private	Horizon Parking	420	420
38	Town Centre	Decathlon, Georges Road	Private	Decathlon	150	150
39	Town Centre	Norbury Street (Greenhale House Site)	Private	SIP	50	50
40	Town Centre	Wellington Street	Private	Euro Car Parks	50	50
41	Town Centre	Stockport Exchange	Private	NCP	1000	1000
42	Town Centre	Maplin/Pizza Hut, Garfield Street	Private	Civil Enforcement Ltd	55	55
43	Town Centre	King Street West	Private	RCP	90	90
44	Edgeley	Lomas Street	Council	Council	75	75
45	Town Centre	Edward Street	Private	Private	30	30
46	Town Centre	Stockport Exchange Short Stay	Private	NCP	70	70
<b>Total</b>					<b>7251</b>	<b>6738</b>

## 2.3 Summary of Council Parking Stock

2.3.1 As noted above, the majority of car parks in Stockport Town Centre are owned and operated by SMBC, although in total these car parks provide well under half of the overall publicly available off-street parking stock. In total, these car parks provided 2,933 spaces, which comprised 2,420 publicly available spaces and 513 contract or permit holder spaces.

2.3.2 **Table 2**, overleaf, summarises the baseline SMBC managed parking stock in the Town Centre, providing information about each council owned car park including capacity, number of disabled spaces and tariffs. This summary illustrates the state of the council owned parking stock as of the end of 2016. During 2015 and 2016 a significant number of Town Centre car parks have been closed to make way for development sites. The implications of these car park closures and the likely impact on the SMBC parking offer are considered in more detail in Chapter 4 of this report

## Stockport Town Centre Parking Strategy Initial Findings Report

Table 2: Publicly available Council Operated car parks within the Study Area													
Ref	Area	Name	Type	Duration/Costs	No. spaces	Disabled spaces	Parent/child spaces	Electric Vehicle	Height Restriction Barrier Type	Security			
										Headroom restriction	CCTV	Help points	Park Mark
1	Town Centre	Higher Barlow Row	Surface	Free	8	0	0	0	None	n/a	0	N	N
2	Town Centre	Welcroft Street	Surface	Free	13	0	0	0	None	n/a	0	N	N
3	Town Centre	Armoury St.	Surface	Mon - Sat: £0.50 per hour Sun: £0.20 per hour	61	0	0	0	None	n/a	1	N	N
4	Town Centre	Bamford Street	Surface	Permit Only Mon - Sat 12 months £1,404.00 6 months £810.00 3 months £405.00  Mon - Fri 12 months £1,170.00 6 months £675.00 3 months £337.50  Mon - Weds/Thu - Sun 12 months £702.00 6 months £405.00 3 months £202.50	10	0	0	0	Counter Balanced rise and fall low level access barrier	n/a	0	Y	Y
5	Town Centre	Banbury St.	Surface	Mon - Sat: £0.50 per hour Sun: £0.20 per hour	33	0	0	0	None	n/a	0	N	N
6	Town Centre	Churchgate	Surface	Mon - Sat: £0.50 per hour Sun: No charge	69	3	0	2	Dual swing beam	2.6m	0	N	N

## Stockport Town Centre Parking Strategy Initial Findings Report

Table 2: Publicly available Council Operated car parks within the Study Area													
Ref	Area	Name	Type	Duration/Costs	No. spaces	Disabled spaces	Parent/child spaces	Electric Vehicle	Height Restriction Barrier Type	Security			
										Headroom restriction	CCTV	Help points	Park Mark
7	Town Centre	Edward Street	Surface	Permit Only Mon - Sat 12 months £1,404.00 6 months £810.00 3 months £405.00  Mon - Fri 12 months £1,170.00 6 months £675.00 3 months £337.50  Mon - Weds/Thu - Sun 12 months £702.00 6 months £405.00 3 months £202.50	16	0	0	0	Counter-balanced rise and fall low level access barrier	n/a	0	Y	Y
8	Town Centre	Fletcher Street (Public use on Saturdays)	Surface	Public use on Sat only Sat: £0.80 per hour Sun: £0.20	103	0	0	0	Counter Balanced rise and fall low level	n/a	0	N	N
9	Town Centre	Heaton Lane (Multi -Storey)	Multi Storey	Mon - Sat: £0.80 per hour Sun: £0.20  Permit Parking Available (Level 3 and above):  Mon - Sat 12 months £1,404.00 6 months £810.00 3 months £405.00  Mon - Fri 12 months £1,170.00 6 months £675.00 3 months £337.50  Mon - Weds/Thu - Sun 12 months £702.00	710	25	16	6	Entry fixed goalpost.	2.05m	9	N	N

## Stockport Town Centre Parking Strategy Initial Findings Report

Table 2: Publicly available Council Operated car parks within the Study Area													
Ref	Area	Name	Type	Duration/Costs	No. spaces	Disabled spaces	Parent/child spaces	Electric Vehicle	Height Restriction Barrier Type	Security			
										Headroom restriction	CCTV	Help points	Park Mark
				6 months £405.00 3 months £202.50									
10	Town Centre	Hopes Carr	Surface	Mon - Sat: £0.50 per hour Sun: No charge	37	0	0	0	Entry & Exit fixed goalpost	2.13m	0	N	N
11	Town Centre	Knightsbridge	Surface	Mon - Sat: £0.80 per hour Sun: £0.20	22	2	0	0	Fixed goalpost	2.10m	0	N	N
12	Town Centre	Lacy Street	Surface	Free Short Stay (1 Hour Max)	14	2	0	0	None	n/a	0	N	N
13	Town Centre	Loonies Court	Surface	Permit Only Mon - Sat 12 months £1,404.00 6 months £810.00 3 months £405.00  Mon - Fri 12 months £1,170.00 6 months £675.00 3 months £337.50  Mon - Weds/Thu - Sun 12 months £702.00 6 months £405.00 3 months £202.50	16	0	0	0	None	n/a	0	N	N



## Stockport Town Centre Parking Strategy Initial Findings Report

**Table 2: Publicly available Council Operated car parks within the Study Area**

Ref	Area	Name	Type	Duration/Costs	No. spaces	Disabled spaces	Parent/child spaces	Electric Vehicle	Height Restriction Barrier Type	Security			
										Headroom restriction	CCTV	Help points	Park Mark
14	Town Centre	Lord Street 1	Surface	Permit Only Mon - Sat 12 months £1,404.00 6 months £810.00 3 months £405.00  Mon - Fri 12 months £1,170.00 6 months £675.00 3 months £337.50  Mon - Weds/Thu - Sun 12 months £702.00 6 months £405.00 3 months £202.50	23	0	0	0	None	n/a	0	N	N
15	Town Centre	Lord Street 2	Surface	Permit Only Mon - Sat 12 months £1,404.00 6 months £810.00 3 months £405.00  Mon - Fri 12 months £1,170.00 6 months £675.00 3 months £337.50  Mon - Weds/Thu - Sun 12 months £702.00 6 months £405.00 3 months £202.50	10	0	0	0	Counter Balanced rise and fall low level access barrier	n/a	0	N	N
16	Town Centre	Newbridge Lane	Surface	Mon - Sat: £0.80 per hour Sun: £0.20	206	6	0	0	Entry & Exit single swing beam	2.06m	2	Y	Y
17	Town Centre	Ritz Cinema	Surface	Mon - Sat: £0.80 per hour Sun: No charge	87	0	0	0	Entry single swing beam. Exit goalpost.	2.01	0	N	N

## Stockport Town Centre Parking Strategy Initial Findings Report

Table 2: Publicly available Council Operated car parks within the Study Area

Ref	Area	Name	Type	Duration/Costs	No. spaces	Disabled spaces	Parent/child spaces	Electric Vehicle	Height Restriction Barrier Type	Security			
										Headroom restriction	CCTV	Help points	Park Mark
18	Town Centre	Stockport Exchange - CP1A	Surface	Permit Only Mon - Sat 12 months £1,404.00 6 months £810.00 3 months £405.00  Mon - Fri 12 months £1,170.00 6 months £675.00 3 months £337.50  Mon - Weds/Thu - Sun 12 months £702.00 6 months £405.00 3 months £202.50	78	0	0	0	Fixed goalpost	2m	0	N	N
19	Town Centre	Stopford House (Multi-Storey)	Multi Storey	Lower Level Mon - Sat: £0.60 per hour Sun: Closed  Middle & Upper Level Permit Only (not publically available)	452	8	0	0	Headroom suspended signboard	2.02m	0	N	N
20	Town Centre	Canal Street	Surface	Free	16	0	0	0	None	n/a	0	N	N
21	Cheadle Heath	Essex Avenue	Surface	Free	13	1	0	0	Single Leaf Swing Beam	2.00m	0	N	N
22	Edgeley	Bakewell Street	Surface	Mon - Sat: £0.20 per hour Sun: No Charge	11	1	0	0	None	n/a	0	N	N
23	Edgeley	Bulkeley Street	Surface	Mon - Sat: £0.20 per hour Sun: No Charge	22	2	0	0	Fixed goalpost	2.2m	0	N	N

## Stockport Town Centre Parking Strategy Initial Findings Report

Table 2: Publicly available Council Operated car parks within the Study Area													
Ref	Area	Name	Type	Duration/Costs	No. spaces	Disabled spaces	Parent/child spaces	Electric Vehicle	Height Restriction Barrier Type	Security			
										Headroom restriction	CCTV	Help points	Park Mark
24	Edgeley	Heron Street	Surface	Permit Only Mon - Sat 12 months £297.00 6 months £162.00 3 months £81.00  Mon - Fri  12 months £247.50 6 months £135.00 3 months £202.50	18	0	0	0	Counter-balanced low-level rise and fall access barrier	n/a	0	Y	Y
25	Edgeley	James Street East & West	Surface	Mon - Sat: £0.20 per hour Sun: No Charge	46	3	0	0	None	n/a	Covered by on-street camera	N	N
26	Edgeley	King Street West	Surface	Resident Permit	12	0	0	0	None	n/a	0	N	N
27	Edgeley	Lomas Street	Surface	Permit Only Mon - Sat 12 months £297.00 6 months £162.00 3 months £81.00  Mon - Fri 12 months £247.50 6 months £135.00 3 months £202.50	6	0	0	0	None	n/a	Covered by camera on Caroline Street Car Park	N	N
28	Edgeley	St. Matthews Terrace	Surface	Free	18	0	0	0	None	n/a	0	N	N
29	Edgeley	York Street	Surface	Mon - Sat: £0.20 per hour Sun: No Charge	26	2	0	0	Fixed goal post	2.1m	0	Y	Y
30	Edgeley	Caroline Street	Surface	Mon - Sat: £0.20 per hour Sun: No Charge	75	5	0	0	Fixed goal post	2.0m	1		N

## 2.4 Summary of Private Parking Stock

2.4.1 There are 16 privately owned car parks which are available for use by the public in Stockport Town Centre. Between them, these car parks provide a total of 4,318 spaces. This does not include car parks which are for use exclusively by permit holders.

2.4.2 **Table 3** provides a summary of the publicly available privately operated parking stock in the Town Centre.

Table 3: Privately Operated car parks within the Study Area						
Ref	Area	Name	Operator	Type	Durations / Costs Opening Hours	Total Capacity
1	Town Centre	Sun and Castle	Sun and Castle	Surface	Mon – Sun Free	18
2	Town Centre	Merseyway	NCP	Multi Storey	Mon - Sat: £0.80 per hour Sun: £0.20	815
3	Town Centre	Tesco, Water Street	Tesco	Surface	Mon – Sun 3 hours free parking	692
4	Town Centre	Peel Centre, Great Portwood Street	Excel Parking	Surface	Mon - Sun 0 - 3 hours - £1.30 3 - 4 hours - £2.00 4 - 8 hours - £7.50	616
5	Town Centre	Peel Centre 2, Great Portwood Street	Excel Parking	Surface	Mon - Sun 0 - 3 hours - £1.30 3 - 4 hours - £2.00 4 - 8 hours - £7.50	211
6	Town Centre	Matalan, Millgate Bridge	Smart Parking Ltd	Surface	Mon - Sun 24 hours 0 - 1 hour - £0.50 1 - 2 hours - £1.00	213
7	Town Centre	Asda, Millgate	Asda	Multi Storey	<u>Parking for Asda Customers Only</u> Up to 2 Hours £1.00	550
8	Town Centre	Sainsbury's, Warren Street	Horizon Parking	Surface/ Multi Storey	<u>Parking for Sainsbury's Customers Only</u> Mon - Sat 8am - 6pm Sun 10am - 4pm Up to 2 hours - £2.00	420
9	Town Centre	Decathlon, Georges Road	Decathlon	Surface	Mon – Sun Free	150
10	Town Centre	Norbury Street (Greenhale House Site)	SIP	Surface	Mon - Sun 24 hours £1.00 per hour up to 4 hours 10 hours - £5.00 12 hours - £6.00 24 hours - £8.00	50
11	Town Centre	Wellington Street	Euro Car Parks	Surface	Mon - Sun 24 hours £1.00 per hour up to 4 hours 10 hours - £5.00 12 hours - £6.00 24 hours - £8.00	50

Table 3: Privately Operated car parks within the Study Area						
Ref	Area	Name	Operator	Type	Durations / Costs Opening Hours	Total Capacity
12	Town Centre	Stockport Exchange	NCP	Multi Storey	Mon - Sun 24 hours £1.50 per hour up to 4 hours 4 - 24 hours - £15.50	1000
13	Town Centre	Maplin/Pizza Hut, Garfield Street	Civil Enforcement Ltd	Surface	3 hours free parking	55
14	Town Centre	King Street West	RCP	Surface	£7.00 all day	90
15	Town Centre	Edward Street	Unknown	Surface	1 hour - £1.50 2 hours - £3.00 3 hours - £4.00 All day - £6.00 Monthly for £75	30
16	Town Centre	Stockport Exchange Short Stay	NCP	Surface	Mon-Sun 3 hours - £1.00 24 hours £25.00	70

## 2.5 Price Comparison

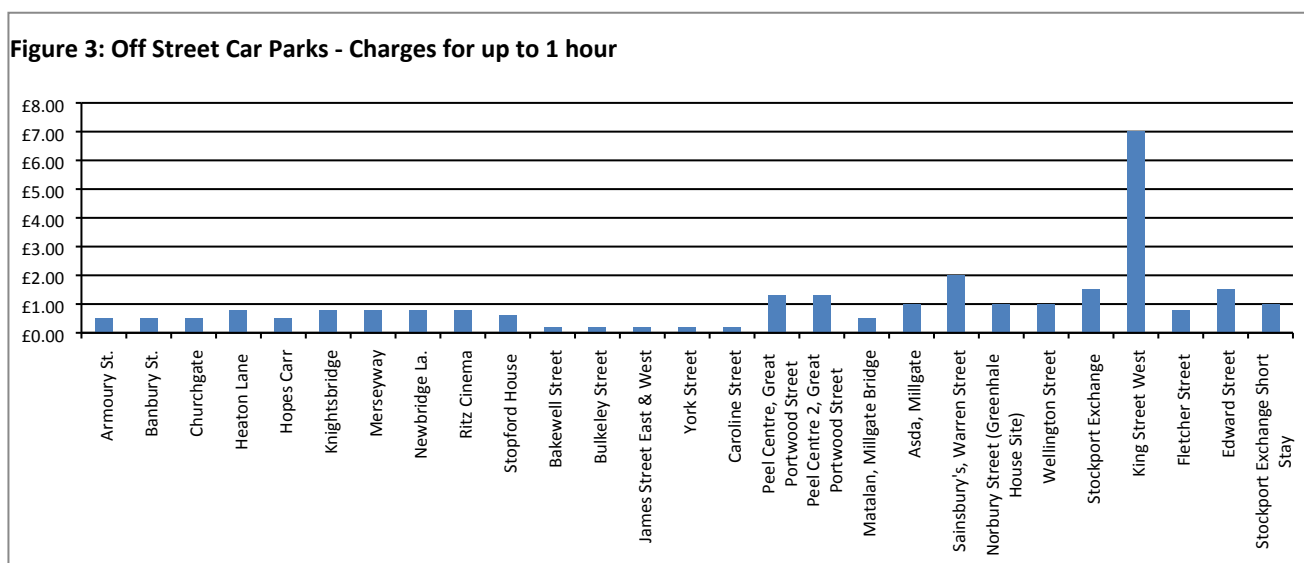
- 2.5.1 For the Council owned car parks there is a consistent tariff structure across the various car parks within the Town Centre which appears to be based upon proximity to the Town Centre retail core. However, there are variations with regards to what private operators are charging within the car parks they own and operate. Within these car parks there also appears to be no correlation between the pricing structure and the quality of car park (e.g. surfacing, lighting, marked bays, CCTV, etc.).
- 2.5.2 **Table 4** summarises the charges for each length of stay at each car park, and this information is displayed graphically in **Figures 3 to 6** below. This comparison is based on a visitor arriving at 08:00 on a weekday or Saturday (if only in public use at weekends). The most expensive car park for each period (for both Council and privately owned parking) is shown in red, with green representing the lowest price charge for each time period.

Table 4: Parking Charge Comparison Summary (All car parks)					
Location	Operator	Cost for up to 1 hour	Cost for up to 2 hours	Cost for up to 4 hours	Cost for up to 6 hours
Armoury St.	Council	£0.50	£1.00	£2.00	£3.00
Banbury St.	Council	£0.50	£1.00	£2.00	£3.00
Churchgate	Council	£0.50	£1.00	£2.00	£3.00
Heaton Lane	Council	£0.80	£1.60	£3.20	£4.80
Hopes Carr	Council	£0.50	£1.00	£2.00	£3.00
Knightsbridge	Council	£0.80	£1.60	£3.20	£4.80
Merseyway	Council	£0.80	£1.60	£3.20	£4.80
Newbridge La.	Council	£0.80	£1.60	£3.20	£4.80
Ritz Cinema	Council	£0.80	£1.60	£3.20	£4.80
Stopford House	Council	£0.60	£1.20	£2.40	£3.60
Bakewell Street	Council	£0.20	£0.40	£0.80	£1.20
Bulkeley Street	Council	£0.20	£0.40	£0.80	£1.20
James Street East & West	Council	£0.20	£0.40	£0.80	£1.20
York Street	Council	£0.20	£0.40	£0.80	£1.20
Caroline Street	Council	£0.20	£0.40	£0.80	£1.20
Peel Centre, Great Portwood Street	Excel Parking	£1.30	£1.30	£7.50	£7.50
Peel Centre 2, Great Portwood Street	Excel Parking	£1.30	£1.30	£7.50	£7.50
Matalan, Millgate Bridge	Smart Parking Ltd	£0.50	£1.00	N/A	N/A
Asda, Millgate	Asda	£1.00	£1.00	N/A	N/A
Sainsbury's, Warren Street	Horizon Parking	£2.00	£2.00	N/A	N/A
Norbury Street/Piccadilly (Greenhale House Site)	SIP	£1.00	£2.00	£4.00	£5.00
Wellington Street	Euro Car Parks	£1.00	£2.00	£4.00	£5.00
Stockport Exchange	NCP	£1.50	£3.00	£6.00	£15.50
King Street West	RCP	£7.00	£7.00	£7.00	£7.00
Fletcher Street (Public use on Saturdays)	Private	£0.80	£1.60	£3.20	£4.80
Edward Street	Private	£1.50	£3.00	£4.00	£6.00
Stockport Exchange Short Stay	NCP	£1.00	£1.00	£25.00	£25.00

- 2.5.4 The cheapest car parks for every stay length are those Council owned car parks that are located within Edgeley. As these are not within the Town Centre core they have been removed from **Table 5** so a direct comparison between just the car parks within the Town Centre core can be made.
- 2.5.5 **Table 5** highlights that Council owned car parks remain the cheapest for all lengths of stay, however Matalan car park is equally as cheap for a one hour stay and both Matalan and Asda car parks are as cheap as the Council car parks for a 2 hour stay.

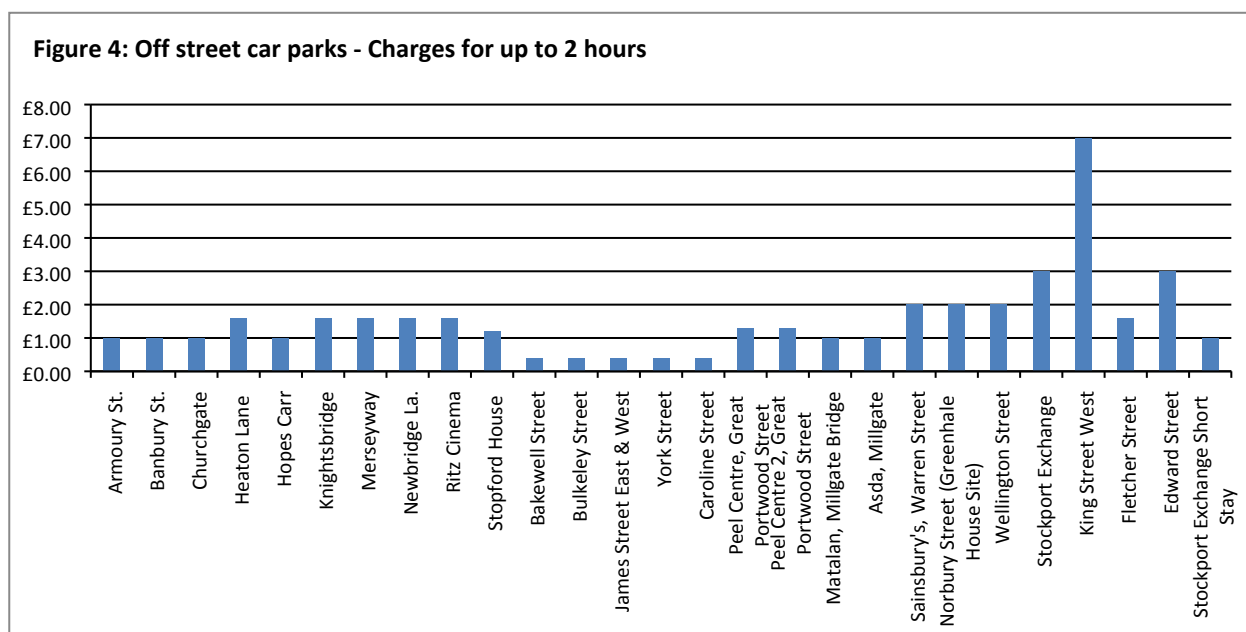
<b>Location</b>	<b>Operator</b>	<b>Cost for up to 1 hour</b>	<b>Cost for up to 2 hours</b>	<b>Cost for up to 4 hours</b>	<b>Cost for up to 6 hours</b>
Armoury St.	Council	£0.50	£1.00	£2.00	£3.00
Banbury St.	Council	£0.50	£1.00	£2.00	£3.00
Churchgate	Council	£0.50	£1.00	£2.00	£3.00
Heaton Lane	Council	£0.80	£1.60	£3.20	£4.80
Hopes Carr	Council	£0.50	£1.00	£2.00	£3.00
Knightsbridge	Council	£0.80	£1.60	£3.20	£4.80
Merseyway	Council	£0.80	£1.60	£3.20	£4.80
Newbridge La.	Council	£0.80	£1.60	£3.20	£4.80
Ritz Cinema	Council	£0.80	£1.60	£3.20	£4.80
Stopford House	Council	£0.60	£1.20	£2.40	£3.60
Peel Centre, Great Portwood Street	Excel Parking	£1.30	£1.30	£7.50	£7.50
Peel Centre 2, Great Portwood Street	Excel Parking	£1.30	£1.30	£7.50	£7.50
Matalan, Millgate Bridge	Smart Parking Ltd	£0.50	£1.00	N/A	N/A
Asda, Millgate	Asda	£1.00	£1.00	N/A	N/A
Sainsbury's, Warren Street	Horizon Parking	£2.00	£2.00	N/A	N/A
Norbury Street/Piccadilly (Greenhale House Site)	SIP	£1.00	£2.00	£4.00	£5.00
Wellington Street	Euro Car Parks	£1.00	£2.00	£4.00	£5.00
Stockport Exchange	NCP	£1.50	£3.00	£6.00	£15.50
King Street West	RCP	£7.00	£7.00	£7.00	£7.00
Fletcher Street (Public use on Saturdays)	Private	£0.80	£1.60	£3.20	£4.80
Edward Street	Private	£1.50	£3.00	£4.00	£6.00
Stockport Exchange Short Stay	NCP	£1.00	£1.00	£25.00	£25.00

2.5.7 The graphs below illustrate a comparison of the price of parking at each of the car parks, with the exception of free and permit only car parks, within the study area for up to 1 hour, 2 hours, 4 hours and 6 hours at each car park.



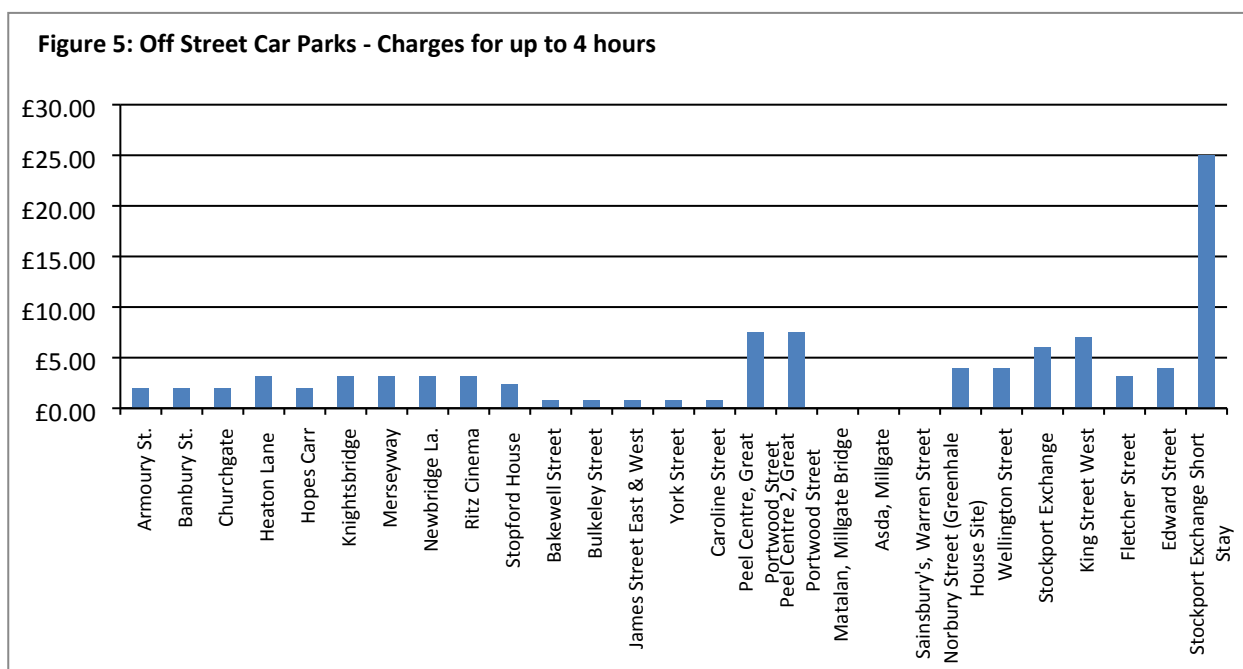
2.5.8 **Figure 3** compares the relative prices of each car park for lengths of stay up to 1 hour. The charge for up to an hour is generally just below the £1 mark across all Council owned car parks and £1.50 at privately operated car parks. The most expensive car park is King Street West, however this has a £7 all day fee with no per-hour charge. The primary use of this car park is for long stay rail users. The next most expensive car park for this duration is Sainsbury's. It should be noted that the tariff on the Sainsbury's car park is for up to 2 hours and is signed as for customers only. However it is understood that general town centre visitors do use this car park for short stay visits and that the car parking fee is refunded should £5 or more be spent in store.

2.5.9 **Figure 4** compares the relative prices of each car park for lengths of stay up to 2 hours. Disregarding King Street West car park, for a stay length of up to 2 hours Stockport Exchange NCP and the privately owned car park on Edward Street are the most expensive at £3.00. Council owned car parks remain the cheapest overall.



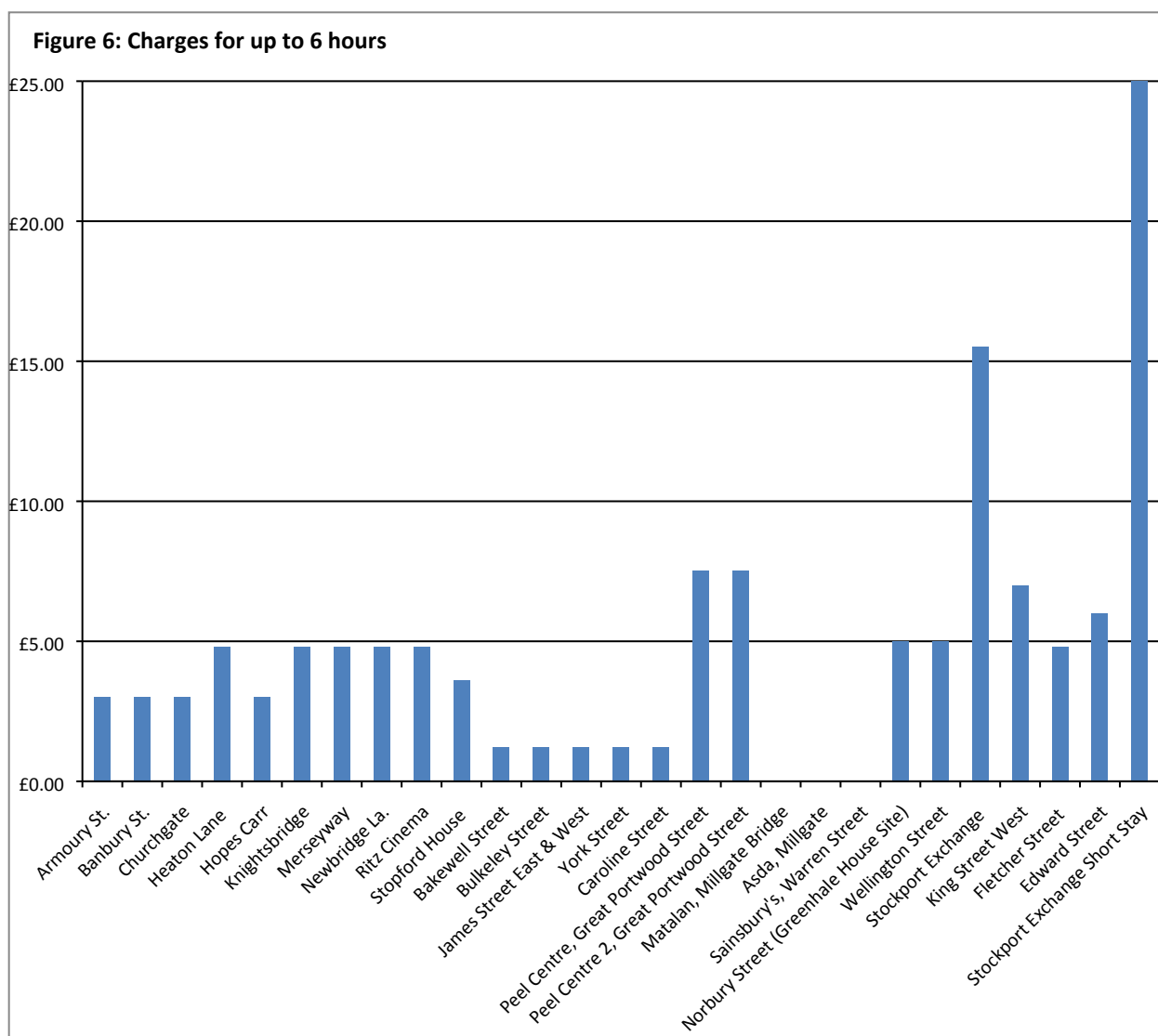
2.5.10 **Figure 5** compares the relative prices of each car park for lengths of stay up to 4 hours. Generally the pattern of charging is the same as for the 1 hour and 2 hour time periods however, the two Peel Centre car parks become the car parks with the highest charge, increasing from £1.30 for 3 hours parking to £7.50 for 4 hours. 3 car parks do not permit parking of 4 hours or greater, these are Matalan, Asda and Sainsbury's. Council owned car parks remain the cheapest available for this time period. Private car parks close to the Civic complex are third highest for stays of 4 hours to target long stay commuter parking.





2.5.11 **Figure 6** compares the relative prices of each car park for lengths of stay up to 6 hours. The highest charge for a 6 hour stay is at Stockport Exchange Short Stay where it is £25.00 for any stay over 3 hours up to 24 hours. The two car parks at the Peel Centre have the next most expensive tariff at £7.50 for a 4 to 8 hour stay. The Council owned car parks remain the cheapest within the town centre core, priced at £4.80; however those within Edgeley District Centre remain the cheapest overall at £1.20 all day.

2.5.12 With the exception of Merseyway, Heaton Lane and Stopford House car parks, all SMBC car parks are generally open 24 hours a day, but with charges only applying between 08:00 and 18:00.



## 2.6 Free Parking Offer

2.6.1 There are some free car parks within the study area and, with the exception of Decathlon and Tesco (which is short stay only), these are all Council owned/operated and located on the outskirts of the town centre. At the SMBC owned/operated car parks the majority offer either a reduced fee on Sundays, usually £0.20 all day, or the car park is completely free.

## 2.7 On-Street Parking

2.7.1 A review of the existing on-street parking provision has been undertaken as part of this study. Although no demand surveys were conducted it appears from site audits that the demand for on street parking is considerable, possibly due to the loss of a number of car parks used previously by commuters.

2.7.2 The number of on-street pay and display parking spaces available in the Town Centre is approximately 474 at the baseline point of end December 2016. These spaces are predominantly located to the east of the A6 along Chestergate, Higher Hillgate, Middle Hillgate, Piccadilly, Norbury Street and Edward Street and the surrounding side streets. See **Figure 7** overleaf.

2.7.3 The site visits revealed a number of areas where unrestricted parking occurs, which are also illustrated on **Figure 7** overleaf. There were 5 main areas:

- East of Middle Hillgate, south of Waterloo Street - including Canal Street, Welcroft Street, Old Gardens Street, Mowbray Street, Tollbar Street and Higher Barlow Row. This appears to be commuter parking for nearby offices and businesses, including for the civic complex.
- West of Stockport Railway Station – all streets where there are no resident permit restrictions. This appears to be drivers seeking free parking for commuter trips from the railway station/parking for Edgeley District Centre.
- Green Lane Industrial Estate – all roads in the vicinity. Appears to be overspill from businesses/industrial units.
- Covent Garden, Massey Street and Banbury Street – this appears to be commuter parking for nearby offices and businesses, including for the civic complex.
- Lancashire Hill – including Love Lane, Gordon Street, Nicholson Street, Short Street, Old Road, Wharf Street and Sheffield Street. To the north this appears to be overspill from the local businesses/industrial units and to the south commuter parking for those working in the town centre.

## 2.8 Disabled Parking

2.8.1 There are 137 spaces for disabled users within the off street, publicly available parking provision. Heaton Lane, Merseyway and Stockport Exchange car parks provide the majority of spaces for blue badge holders within the town centre with 25 provided at Heaton Lane, 31 at Merseyway and 50 at Stockport Exchange NCP. In addition, there are a number of on-street parking bays at various locations around the Town Centre that are set aside for blue badge holders only.

2.8.2 There are also 33 spaces designated for parents with children and 8 spaces for electric vehicles within the off street.

Table 6: Spaces by Operator			
	Disabled Spaces	Parent & Child	Electric Vehicle
Council	86	33	8
Private	51	0	0
<b>Total</b>	<b>137</b>	<b>33</b>	<b>8</b>



# Stockport Town Centre Parking Strategy Initial Findings Report

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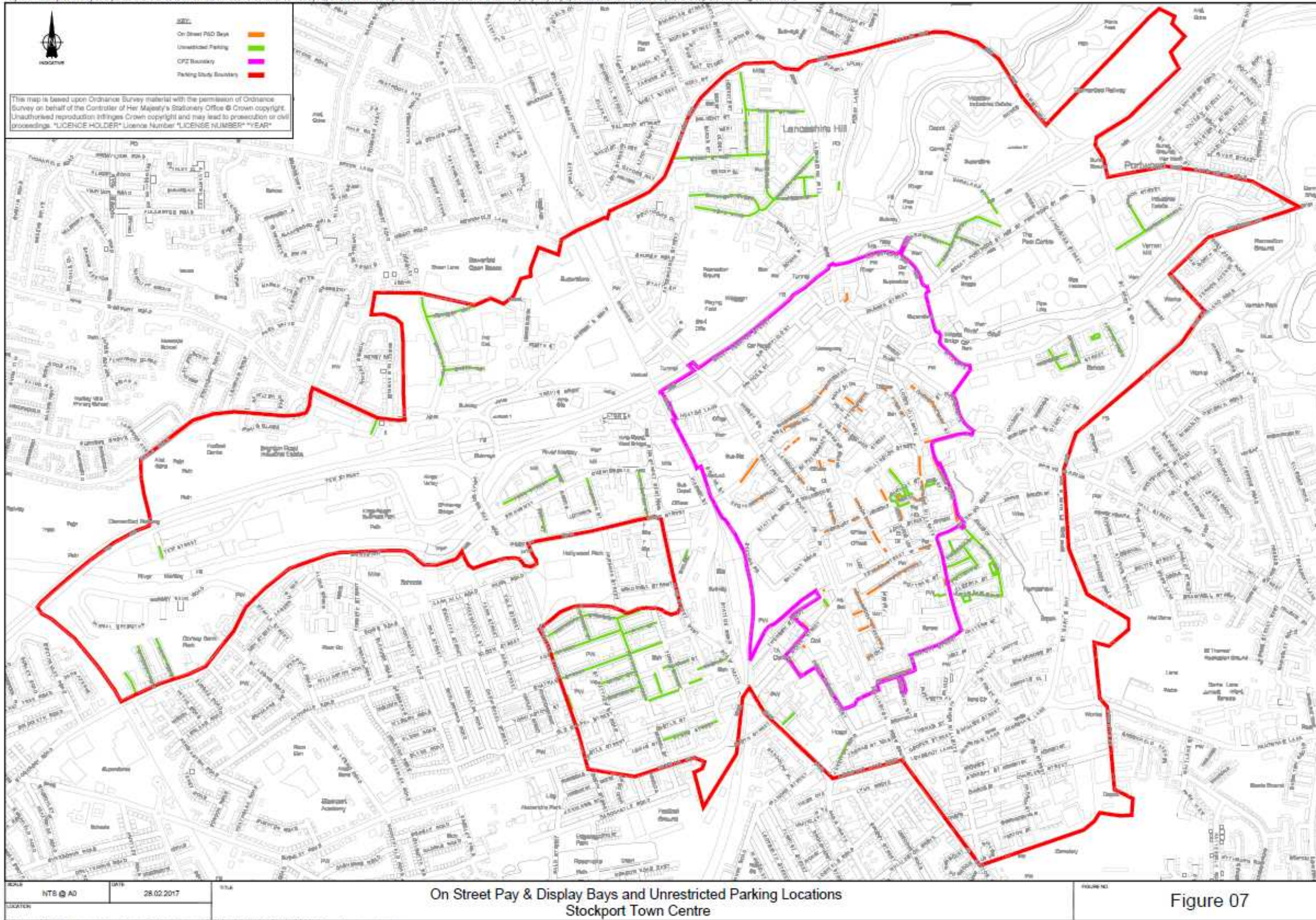


Figure 7 On Street Pay and Display Bays and Unrestricted Parking Locations



## 2.9 Controlled Parking Zone and Permit/Contract Parking

- 2.9.1 There is a Controlled Parking Zone (CPZ) in operation within the Town Centre. **Figure 7** shows the boundary of the zone.
- 2.9.2 There are 83 active residential permits within the Town Centre CPZ. These entitle residents to park anywhere in the on-street pay and display bays without any time limit. There are also 8 contract permits active within what is known as the CPZ Extension (near Stockport college) for the on-street Pay and Display bays.
- 2.9.3 There are 23 contract permits active in Town Centre contract car parks, 7 at Bamford Street, 7 at Edward Street and 9 at Lord Street 1. There is further availability at Loonies Court and Lord Street 1 and 2 however these are mainly used as for Council Staff overflow parking when the contracts aren't sold.
- 2.9.4 There are 161 contract permits active in public pay and display car parks (159 at Heaton Lane car park and 2 at Newbridge Lane car park).

## 2.10 Town Centre Regeneration Proposals

- 2.10.1 A major programme of regeneration is underway within Stockport Town Centre and will continue until 2030. These regeneration proposals are aimed at increasing visitor footfall in the Town Centre, and encouraging an increased night time economy. Known development sites for the full study period, 2017 to 2030, are shown in **Drawing Reference 60532715-REF-CT-001.dwg in Appendix A.** **Table 7** shows those developments which should be constructed within the 2017 – 2019 period.

Table 7: Stockport Town Centre Development Projects		
Development Name	Type	Comments
Red Rock	Leisure/ Retail	<ul style="list-style-type: none"> <li>Closure of 323 space car park at Great Egerton Street to accommodate the development</li> <li>360 space car park to be provided on site</li> <li>Alternative capacity may need to be identified depending on expected overall demand of Red Rock/Merseyway</li> </ul>
Aurora	Industrial	<ul style="list-style-type: none"> <li>The 10 light industrial units will have on site car parking provision; however one car park will be made available to leisure users wishing to access the River Mersey on weekdays after 6pm and all day at weekends.</li> </ul>
Former Lamborghini Garage (Stockport Homes)	Office	<ul style="list-style-type: none"> <li>Office unit for Stockport Homes. The site has some on site car parking provision (61 basement spaces, 10 space surface level, 3 layby spaces) however this is unlikely to accommodate all staff that will drive in.</li> </ul>
Stockport Interchange	Public Transport	<ul style="list-style-type: none"> <li>Public transport interchange with no on site car parking provision or requirement for car parking.</li> </ul>
Covent Garden Village	Residential	<ul style="list-style-type: none"> <li>This 74 unit development will remove both the current fly parking provision and the 33 space Banbury Place Car Park which is used by commuters.</li> <li>The development itself will have its own parking provision</li> </ul>

Booth Street	Residential/ Care Home	<ul style="list-style-type: none"> <li>• 50 dwellings and a 60 bed care home</li> <li>• 70 spaces will be provided on site</li> </ul>
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- 2.10.2 These proposals are likely to greatly alter the demand for parking, particularly as a number of existing car parks have been/will be closed to make way for the developments. Between them, these closures will result in the immediate loss of almost 450 council-owned parking spaces. Unless carefully managed, these closures will result in a significant reduction in parking revenue, particularly from the Great Egerton Street car park. However, it should be noted that the Great Egerton Street car park was closed to accommodate the construction of Redrock prior to commencement of this study. As such, the 323 spaces previously available at this car park have not been included in the baseline total capacity identified in Table 1.
- 2.10.3 The implications of these immediate car park closures are analysed in more detail later in this report, along with further consideration of the wider potential impacts of the regeneration proposals on parking in the Town Centre. However, it is clear that there is a need for a conjoined strategy to provide a suitable parking solution to assist in the delivery of regeneration plans, without compromising SMBC's ability to provide a self-sustaining Parking Service.

### **3 IMPACT OF FUTURE DEVELOPMENT**

#### **3.1 Development Proposals**

- 3.1.1 As noted earlier in the report, a number of regeneration proposals have been identified within Stockport Town Centre. In this section, the potential impacts upon parking supply and demand in the Town Centre as a result of proposed and expected development are discussed in more detail.
- 3.1.2 The final parking strategy report will contain a full assessment of a variety of development scenarios over the short, medium and long-term. However, this report will focus primarily on only the larger development projects or those that will have an immediate impact.

#### **3.2 Changes to Parking Demand as a Result of Development**

- 3.2.1 By 2020, several major new developments are likely to have been completed within the town centre study area. The resulting impacts on car parking demand within the study area are noted below.

#### **3.3 Redrock**

- 3.3.1 The principal development within the Town Centre is the conversion of the Great Egerton Street car parks into a multi-screen cinema complex with 10 screens, new retail units (shop and restaurants), 360 car parking spaces within a five storey multi storey car park (MSCP) and public realm improvement works along Bridgefield Street. In addition existing bus services will be rerouted from Bridgefield Street on to Great Egerton Street and a new right turn facility from the A6 into Leyland Street will be provided. Construction has commenced on this scheme, which is scheduled to open in 2018.
- 3.3.2 This development is likely to have a number of impacts on car parking over the short term that will need to be considered in the parking strategy. The initial impact is the closure of Great Egerton Street car parks to facilitate the development. These car parks closed in February 2014 and resulted in the loss of 323 short-stay parking spaces. During consultation with Stockport Council's Parking Team it was highlighted that these car parks were heavily used and generated a significant proportion of annual revenue. As such, it may be the management of this loss of revenue rather than the loss of spaces that will be the most important consideration for the strategy.
- 3.3.3 The other key impact will be the demand for parking generated by the new development. The cinema complex itself provides a 360 space multi-storey car park however, the Transport Assessment Addendum for the proposed development, completed by Atkins in November 2014, states that the new car parks will have insufficient capacity to accommodate parking demands associated with both Redrock and the former Great Egerton Street car park demand during the Saturday afternoon period. Therefore, some overspill parking in the Merseyway car park is likely during the lunch-time / early afternoon periods.

- 3.3.4 It was demonstrated in the original TA that there is available capacity within the Merseyway car park to accommodate this overspill demand. However, further consultation with SMBC's Town Centre Regeneration Team, has revealed that options are being considered for a change of use for one of the Merseyway parking decks. This is most likely to be a change to retail usage. In addition further spaces will be required for residential developments that are proposed along Little and Great Underbanks.
- 3.3.5 Should it not be possible to obtain the additional provision within Merseyway, the reserve position would presumably be to provide these spaces within the existing SMBC car parks. The parking strategy will therefore need to consider the potential impacts of both of these scenarios, particularly if the commitment to provide overflow parking reduces the number of spaces available in SMBC car parks. However, it is noted that the core hours of use for the cinema will be in the evenings when there is currently little demand for parking. As such it is likely that provision of spaces for the cinema will not be significantly detrimental to the daytime parking provision.

### **3.4 Archer House**

- 3.4.1 Archer House is a refurbishment development project, which will convert a former office building that housed Her Majesty's Revenue and Customs department into 75 apartments.
- 3.4.2 Although each apartment will have its own allocated car parking space and therefore the development should not create any further demand on adjacent car parks, the existing car park was briefly used as a public car park and was well used by staff from local offices/businesses, including the Civic Centre. This parking provision has not been replaced, and may be in part responsible for the unrestricted parking that is evident within the Covent Garden area adjacent.

### **3.5 Aurora**

- 3.5.1 The Aurora development consists of five single-storey industrial/ warehouse buildings (incorporating ancillary offices), divided into 10 units, with associated car parking, service yards and landscaping. The development is located within the western extents of the study area in Cheadle Heath.
- 3.5.2 The proposals include on-site parking provision with a total of 347 car parking spaces, 44 cycle parking spaces and 11 motorcycle spaces. There will be an additional 16 delivery vehicle unloading spaces.
- 3.5.3 Of the 347 car parking spaces, 147 spaces will be available to the public between 4pm-7am Monday to Friday and all day Saturdays and Sundays. Charges will apply 8am-6pm at weekends and possibly 4pm and 6pm on weekdays but this is yet to be confirmed. All other parking spaces will remain private at all times.



- 3.5.4 Based on the estimated trip generation figures provided in the associated Transport Assessment for this development, it is likely that the number of parking spaces to be provided will be more than adequate to accommodate the expected demand.

### **3.6 Stockport Homes (former Lamborghini Garage)**

- 3.6.1 The proposed development will provide a new headquarters for Stockport Homes Ltd who are currently operating from constrained premises and are seeking to relocate to a Grade A office. The office will accommodate up to 400 members of staff. A secure basement car park is to be provided for staff with 61 spaces. There will also be a surface level car park for staff and visitors with 10 spaces and 3 lay by spaces on Bamford Street.
- 3.6.2 A Transport Assessment for the development has not yet been provided/could not be located and therefore car parking demand for this development will be considered further within the next stage of the study. However, the 2014 AEW Design and Access Statement does state that there are currently 555 staff employed by Stockport Homes Ltd.
- 3.6.3 Due to the developments proximity to public transport linkages it is assumed that the demand for car parking will not be as high as at other employment sites, however, the provision of 74 spaces would accommodate less than 15% of the current workforce. It is therefore likely that further demand will be placed on the existing on street parking provision and there may be further issues with unrestricted parking to the east of Upper and Middle Hillgate.

### **3.7 Stockport Exchange Phase 3 - 6**

- 3.7.1 The Stockport Exchange Development is a mixed use development on the previously named 'Grand Central' site to the east of Stockport Railway Station. Phase 1 and 2 of the development, including the 1000 space MSCP, a 115 bedroom hotel, a supermarket and 5,575m<sup>2</sup> of office space, have already been constructed.
- 3.7.2 Car parking at Stockport Exchange is currently provided by the 1000 space MSCP and existing at-grade car park for the swimming baths.
- 3.7.3 Phases 3 to 6 of the development add a further 40,000sqm of office space, 1,500sqm of retail and a decked car park which will be constructed above the existing permit car park known as Stockport Exchange CP1-A. This decked car park will provide 400 car parking spaces.
- 3.7.4 It was originally envisioned that 800 spaces of the already constructed 1000 space MSCP would be reserved for rail commuters and the remaining 200 spaces would be reserved for the mixed-use development at Stockport Exchange, however it is not clear if this has been imposed.

- 3.7.5 It was also proposed that for Phase 1 and 2 the parking demand would be met initially by the current at-grade car park known as Stockport Exchange CP1-A which consists of approximately 122 parking spaces. In total, this equates to a maximum of 322 car parking spaces for the development.
- 3.7.6 The 2014 Transport Assessment undertaken by Curtins Consulting Ltd states that the provision of 322 parking spaces falls inside the maximum parking standards prescribed by SMBC for Phase 1 and 2.
- 3.7.7 For phases 3 to 6 of the development it is intended that car parking demand would be met within the MSCP and Stockport Exchange CP1-A and then as the further phases are occupied within the 400 space decked car park. In total, by the time all phases are constructed, there will be an overall provision of 1,400 spaces (assuming that the decked car park capacity is inclusive of the existing Stockport Exchange CP1-A spaces).
- 3.7.8 A car parking demand analysis was also completed as part of the Curtin's 2014 Transport Assessment. This assumed that as 914 spaces are already allocated for rail and leisure users there would be 486 spaces remaining. The demand analysis shows that "the maximum car park accumulation for the full Stockport Exchange scheme would be 272 spaces. It is therefore considered that the overall future car parking provision is more than adequate to cater for demand."

### **3.8 Stockport Interchange**

- 3.8.1 There are two proposed developments that may be brought forward at the site of the existing Stockport Bus Station. Firstly, a design for the provision of a modern transport interchange has been developed by SMBC, in partnership with TfGM, for completion by 2018.
- 3.8.2 No additional parking has been proposed as part of the Interchange proposals, as by the nature of the development the Interchange should encourage the use of sustainable travel modes and not increase parking demand. However on Daw Bank, there are currently 21 "pay and display" spaces currently provided adjacent to the site. To enable space for a proposed drop-off facility, 12 of these spaces will be removed, and a remaining 9 spaces will be provided. It is proposed that the existing provision of parking permits to residents of the adjacent Wellington Mill will be continued, allowing residents to make use of available spaces within the retained 9 bays free of charge. Alternative pay and display parking can also be found approximately 350m to the south along Exchange Street.
- 3.8.3 The construction of the bridge from Astley Street will also result in the loss of existing Stagecoach car parking. This is currently located on the area between Wear Mill and the operator accommodation building and is leased from SMBC. To the south of Chestergate and to the west of Swaine Street, a further area of land is currently used by Stagecoach for parking. A small portion of this parking area will be utilised to provide for a drop-off bay, to service the western portion of the Interchange.

### 3.9 Short Term Implications of Development Proposals

3.9.1 **Table 8** identifies those developments that will both be completed by 2019 and that will affect parking supply/demand. The impact of the development proposals is discussed below.

Table 8 Likely impacts of developments due for completion between 2017 – 2019					
Development Name	Complete by	Spaces Removed	Spaces Provided	Net.	Impact
Archer House	2017	74	0	-74	<ul style="list-style-type: none"> <li>Previously an office building with a private car park that was converted to a public car park until the site was developed.</li> <li>Development now under construction and therefore this parking has been lost.</li> <li>Increased demand on surrounding car parks/on street parking</li> </ul>
Red Rock	2018	323	360	37	<ul style="list-style-type: none"> <li>Closure of Great Egerton Street car parks to facilitate the development and resultant loss of 323 short-stay parking spaces.</li> <li>Loss of revenue</li> <li>Proposed 360 space multi-storey car park however will be at capacity during the Saturday afternoon period.</li> <li>Although available capacity within the Merseyway car park, other developments will place further demand on these spaces.</li> </ul>
I H & S C (Hospital Office Facility)	2018	16	0	-16	<ul style="list-style-type: none"> <li>Closure of Loonies Court permit car park and loss of 16 spaces.</li> <li>Additional 400 staff in a development with potentially no on site car parking provision.</li> </ul>
<b>Total:</b>		<b>413</b>	<b>360</b>	<b>-53</b>	

3.9.2 It can be seen from the above chart that over the next 3 years the total number of off-street parking spaces available in the Town Centre is projected to increase by approximately 53 spaces. Whilst the spaces lost at Great Egerton Street are to be replaced by the car park associated with the development, it is not clear what ownership and management agreements are in place for the new car park and therefore it is assumed the closure will have had a significant impact on annual revenue. This will be investigated further at Stage 2 of the study.

### 3.10 Changes to Parking Demand as a Result of Development 2019 and 2029

3.10.1 Over the medium to long-term timeframe covered by the parking strategy, the overall aim of the regeneration proposals is to attract visitors to Stockport and increase footfall in the Town Centre. If successful, this will inevitably result in increased vehicle movements and demand for parking.

3.10.2 The parking strategy that follows the findings in this report will therefore need to accommodate these changes and find a way to ensure that the increased demand is managed in the most efficient way possible using measures such as linkages with sustainable travel initiatives, signage, real-time parking information, active routeing and new technology.

## 4 LOCAL AREA BENCHMARKING

### 4.1 Introduction

- 4.1.1 A benchmarking exercise has been undertaken which looks at comparator towns and cities to understand how they are responding to similar issues to those experienced in Stockport. This includes responses to particular constraints imposed upon the town as a result of its geographical and historical status, and examples of how joint working between the public and private sector can be fostered and encouraged.
- 4.1.2 The specific locations selected for this exercise include towns and cities of roughly equivalent size and/or with approximately equivalent issues to Stockport, within both the UK and continental Europe. The practice reflected here includes both examples of good and bad, and relates to price, proportional control of spaces employed by the Council, payment methods, hours of operation, marketing, enforcement and innovation.

### 4.2 Local Car Parking Offer

- 4.2.1 Although comparisons cannot be made between Stockport and comparable local centres in terms of historic offer, it is important to understand the offer of local retail competitors for the local population. The main alternative to Council car parks within the town centre boundary is from private car parks including NCP, Merseyway shopping centre, Sainsbury's, ASDA and Stockport MSCP. Whilst some of these facilities (particularly the temporary and lower quality facilities further out from the town centre) are able to undercut the Council in terms of on-the-day pricing due to their extremely low overheads, several of the more central and quality private car parks are equivalent in price to Council owned facilities. It is considered important to see these facilities as part of the wider town centre offer and to incorporate the additional capacity that they provide into the strategy for Stockport as a whole. Some examples of partnerships between local authorities and private sector operators are provided later in this section.
- 4.2.2 Outside the wider Stockport Town Centre area, an alternative to central parking is provided at the Hazel Grove Park and Ride car park to the south of the Town Centre. This currently provides 400 all-day free parking spaces connected to a high frequency bus service, providing commuters with direct connections to Stepping Hill Hospital, Stockport Town Centre and Manchester.
- 4.2.3 The key local competitors for Stockport are, however, competing local centres as well as out of town retail and shopping park locations that are able to provide free parking and offer no benefit to the town centre in terms of passing trade or linked trips. These include the Trafford Centre shopping complex to the west of Stockport Town Centre which, although remote from Stockport, is often attractive to local residents due to the free parking offer.

### 4.3 Pricing Comparison Comparator Towns

4.3.1 **Table 9** compares the price of Town Centre off street car parks within neighbouring towns. This indicates that in terms of ticket machine prices, Stockport generally prices at mid-range, and is neither the cheapest nor the most expensive parking in comparison with other locations. Rochdale generally offers the cheapest parking for both long- and short-stay car parks, with Bury and Bolton having the most expensive car parks.

<b>Table 9 Local Area Price Comparison (2017 data)</b>							
Town/City		Stockport	Rochdale	Bury	Bolton	Oldham	Average
Example		Merseyway	Reed Hill	Parsons Lane	Central Street	Civic Centre	
Short Stay	1 hr	£0.80	Free	£2.00	£1.60	£1.30	<b>£1.14</b>
	2 hrs	£1.60	Free	£2.00	£3.20	£1.80	<b>£2.04</b>
	3 hrs	£3.20	Free	£2.30	£4.30	£2.50	<b>£2.46</b>
	4 hrs	£4.00	Free	£10.00	£8.00	£3.50	<b>£5.10</b>
	5 hrs	£4.80	Free	£10.00	£8.00	£3.70	<b>£5.30</b>
	6 hrs	£5.60	Free	£10.00	£8.00	£8.00	<b>£6.32</b>
	7 hrs	£6.20	Free	£10.00	£8.00	£8.00	<b>£6.44</b>
	8 hrs	£7.00	Free	£10.00	£8.00	£8.00	<b>£6.60</b>
	Eve	Free After 6pm	Free After 6pm	Free After 6pm	£1.20	£1.20	-
Long Stay	Example	Banbury	High Street	Bolton St Station	Octagon MSCP	Southgate Street	Average
	1 hr	£0.50	Free	£2.00	£1.50	£1.20	<b>£1.04</b>
	2 hrs	£1.00	Free	£2.00	£2.50	£1.70	<b>£1.44</b>
	3 hrs	£1.50	Free	£2.30	£3.00	£2.10	<b>£1.78</b>
	4 hrs	£2.00	£0.90	£5.00	£3.50	£2.90	<b>£2.86</b>
	5 hrs	£2.50	£1.20	£5.00	£4.00	£4.60	<b>£3.46</b>
	6 hrs	£3.00	£1.50	£5.00	£4.50	£4.60	<b>£3.72</b>
	7 hrs	£3.50	£2.80	£5.00	£5.00	£4.60	<b>£4.18</b>
	8 hrs	£4.00	£2.80	£5.00	£5.50	£4.60	<b>£4.38</b>
	Eve	Free After 6pm	Free After 6pm	Free After 6pm	Standard Tariff	Free between 12:00am to 08:00am	-
Population LA Area (2011 Census)		283,275	211,700	185,060	276,800	228,765	-

## 4.4 Benchmarking Space Comparison

- 4.4.1 A comparison has been undertaken of the total number of off street spaces and the total percentage under Council control for a selection of regional comparator towns and cities.
- 4.4.2 Stockport has a lower proportional control over its parking stock than most other towns and cities that were compared. Only Preston and Liverpool have a lower proportion of local authority parking spaces.
- 4.4.3 The proportional control exerted by a local authority can be directly related to the opportunity for that authority to effect and lead change in a town. The figures in **Table 10** indicate that a slightly higher proportional control by Stockport Council may be preferable in order to provide the opportunity for it to lead the way in implementing improvements to the accessibility, quality, location and promotion of parking within the Town Centre, and to be a major partner in managing demand.

Table 10: Local Area No. of Spaces Comparison				
Location	Population (Based on 2011 Census)	No. of Off-Street Spaces	No of Council Spaces	
			No.	%
Rochdale	211,700	2,340	1,200	51.30%
Bury	185,060	3,506	1,582	45.10%
Birkenhead	325,265	3,700	1,600	43.30%
Oldham	228,765	4,824	1,987	41.20%
Stockport	283,275	6,738	2,420	35.90%
Preston	140,500	7,798	2,337	30.00%
Liverpool	466,700	12,500	2,107	16.90%

## 4.5 Best Practice and Innovation

- 4.5.1 A wider search has been undertaken to consider best practice and innovation from across the UK. Examples are provided below for consideration by Stockport for implementation where appropriate.

### *Car Park Management*

- 4.5.2 As with the current arrangement at Merseyway MSCP, Manchester City Council and Bolton Council have also developed joint ventures with private operators to manage car parks. In the case of Bolton this is securing the development of new Council multi-storey car parks.

### *Partnership working with business*

- 4.5.3 The NCP Car Park located on Chorlton Street, Manchester, offers businesses discounted parking rates. Staff working in Bruntwood buildings can validate parking tickets at the building reception to

receive 12 hours parking at a discounted rate. The NCP car park at Stockport Exchange has a similar arrangement with the Life Leisure Facility and the Cineworld Cinema.

#### *Quality and Discounts*

- 4.5.4 Private operator Q Park who operate Canalside Car Park in Birmingham offer mother and baby spaces, toilet facilities with baby changing, free buggy and umbrella hire and jump starter and heart defibrillator in case of emergencies. The car park also has electric charging and water recycling facilities.
- 4.5.5 Spaces can be guaranteed by pre-booking, there are discounts for regular users, season tickets and debit tickets which can be topped up. Car parking is discounted for users of certain restaurants and the onsite health club.

#### *Payment Method*

- 4.5.6 At SMBC operated car parks 'RingGO' is already available and is a well-established way for consumers to pay for parking. This method requires no capital investment or on-going operational costs from the Council. Payment by phone methods avoid the need for small change, and, as they provide a reminder when time is up, and generally allow for parking to be extended up to the time limit on the parking place, this can increase stay lengths. Other benefits include the elimination of the problems of machine maintenance, vandalism and theft. Residents can also purchase visitors' permits through the same mechanism, thereby avoiding the need for scratch cards.
- 4.5.7 For Councils this method is generally cheaper and safer than cash, although some council's feel that the charges by the commercial companies are too high and this offsets many of the benefits. There is the additional issue of how those without credit cards or mobile phones can pay, as cash is still legal tender. This has been dealt with by Islington Council's 'Pay-by-Phone' system which allows customers to pay for parking with cash at local PayPoint retailers. Islington Council introduced the cash payment option with Pay-By-Phone in July 2011 and has already seen a sizable reduction in its costs over and above the savings already made with the phone payments solutions. The cash payment service is available in over 23,000 PayPoint retail outlets across the UK, making it easy to implement.

#### *Smart Phone Technology*

- 4.5.8 With the NCP Parking App Customers can use their mobile phone camera to locate their parked car together with its GPS location. Customers can use the 'Augmented Reality' view to follow a direction which updates in real time to find their parked cars, following a route using Google Streetview on their way back. This App also comes with car park finder together with route planner and GPS navigation function to the car park.

### *Low Emissions*

- 4.5.9 First Capital Connect (FCC), which runs the Bedford-to-Brighton line that runs through London, is the first railway operator to introduce emissions-based parking in its car parks. Drivers whose cars emit low levels of greenhouse gases receive a 'carbon-metered' parking discount of 10% off their fee if they use the RingGo phone parking system.

### *Micro Park & Ride*

- 4.5.10 Reading Borough Council has considered turning under-utilised car parks close to main roads into "micro park & ride" sites from where motorists can catch a bus into the town centre. Nottinghamshire County Council has introduced two 'pocket' Park & Ride sites, making use of pub/restaurant car parks that are unused for much of the day.

## **4.6 European Benchmarking**

- 4.6.1 In addition to the National benchmarking exercise, AECOM have undertaken a short consideration of European examples and 'mentalities' in respect of parking. European examples in particular are felt to be relevant since:

- Traffic and Driving characteristics are felt to be more similar than other locations around the world such as the US, Asia or Australasia;
- Land use nature of historic European cities is perhaps more similar than those from other continents;
- Nature of transport, in terms of parking, public transport, radial layouts of cities, mode splits are felt to be comparable to UK cities;
- UK drivers are by nature of their proximity to Europe, more likely to be familiar with European practice than elsewhere.

- 4.6.2 Thinking beyond the immediate day to day offers it is clear that some cities, particularly those with acute and peaked visitor demands, are having to think radically to accommodate requirements both in terms of visitor numbers and space taken by parking, while upgrading and maintaining quality in an increasingly competitive 'visitor experience' world.

- 4.6.3 Another European City which has significant pressure in terms of parking, despite very good provision of tram, rail and bus is Gothenburg in Sweden. Here matters such as climate mean that there can be significant variations in the way people use modes. The city has also expanded its cultural offer, for example a new riverside concert hall and active waterfront. This city of around 500,000 residents has a very tight historic heart but has seen development of a wider commercial area as it has expanded.



- 4.6.4 Great care has been taken to remove small areas of localised parking from its heart and replace it with public realm, while at the same time providing higher quality provision at key points of both demand and entry to the city. While the city retains some very large at-grade car parking in the city centre increasingly there is an upgrading of quality and integration into the urban form. The city has also been willing to try radical solutions to particular peak issues – for example using a disused car ferry as a car park facility in the river corridor. A key feature of city centre parking stock is quality, not just for the user but also of the experience at ground level. The photo below left shows a multi-storey car park close to the key boulevard ‘Aveyn’. The photo on the right is another major car park adjacent to the ‘Massen Hall’ – the City’s exhibition centre but very close to the main Motorway connection.



- 4.6.5 A particular feature of recent car parks in City centres, both in Europe and larger UK city centres, is the interest in activating ground and increasingly upper floor levels of car parks to preserve streetscape. A key point for retailers in particular is that stand alone multi-storey car parks tend to be locations of footfall, particularly if pedestrian entry and exit points are actively considered in relation to ground floor uses and a ‘total product’ includes consideration of how to include footfall past retail offers to make them more active.
- 4.6.6 Even locally in the UK, while undercroft car parking is expensive and complex to provide and therefore largely unviable (particularly in historic towns and cities where archaeological constraints can also feature), it is important to recognise that thinking more radically about car parking relationships with land use is becoming increasingly important from both a viability of structure, optimisation of land use and public realm/image perspective.
- 4.6.7 The following image on the left shows a radical land use/parking combination in Marseilles, France with space for a football pitch created in a tight environment and parking provided under, showing how radical solutions can lead to added amenities where they could not have otherwise been provided. The image on the right of the Echo Arena in Liverpool demonstrates a different approach where single aspect development has been used to temper and hide the image of the significant

multi-storey car park. Ultimately in Stockport the lesson here is that car park thinking needs to be quite radical to fit into the environment. In order to achieve such quality and thinking a focus towards providing revenue appropriate for those willing to invest in such thinking needs to be made. This kind of action is not achieved by a 'free for all' or 'as many spaces as possible to provide in the land we have' approach.



- 4.6.8 A further feature of European Transport systems in general, but including parking management is the willingness to integrate parking into wider thinking about movement across the city. Generally successful cities have invested substantially in Urban Traffic Management and Control (UTMC) systems, increasingly using technology to both provide facilities such as Selective Vehicle Detection for buses, dynamic traffic signalling and Variable Message/flexible message signing.



- 4.6.9 Expansion of this into wider consideration of how land is best used in relation to access and movement means that the physical space that parking actually uses is being increasingly questioned. On street parking in particular is visually intrusive as well as physically intrusive and space consuming. Encouragement of such space towards more focussed parking user groups appears to be an increasing trend too. For example on-street parking is generally being reduced in accessibility terms from 'available to anyone willing to pay a price for a set time' towards areas such as parking for disabled users, car clubs or increasingly other modes. Changes in servicing patterns from larger vehicles towards smaller vans means that more flexible on street servicing is also part of this equation.

- 4.6.10 Thinking how the car sales market is changing is something that should not be forgotten within future thinking. While cars are perhaps getting 'greener' and environmental debates may be changing from Air Quality and Emissions towards fuel use and type of generation the physical space debate could also change. Price changes in fuel appear to mean that polarisation of car markets towards either small energy efficient vehicles for the average user or larger 4x4 style vehicles for others is replacing the 'middle ground' saloon car market. Sub-divisions in terms of parking are already beginning to emerge – for example the image below shows 'size limited' bays in Sweden.



- 4.6.11 Changing parking focus to on-street methods in particular can lead to an increase in the need for enforcement and the potential for increased enforcement costs. It is therefore vital to use the opportunity to start to make schemes self-enforcing through design. The following demonstrates an example from Arrecife, the capital of the tourist island of Lanzarote, where self-enforcement of tight historic city centre streets has been a key part of forming an effective pedestrian network across the city, where previously it has not been effectively enforceable. While such public realm costs money to implement maintenance and liabilities as a result of reduced numbers of vehicles on footways have to be considered in this cost/maintenance relationship.



- 4.6.12 While technologies and types of measure are not radically different in European examples their consideration in respect of a wider transport strategy appears to be more developed.
- 4.6.13 Key lessons to take from this are:

- Land use integration with parking will become increasingly important if Stockport are to develop car parking;
- There are significant efficiencies to be gained from car parking being managed as part of an integrated multi-modal approach; and
- Increasingly trends towards removing parking from core historic areas but replacement and upgrading of other stock with high quality is a key trend for comparators for Stockport as a visitor destination.

## 5 STRATEGY DEVELOPMENT

### 5.1 Development of Strategy

- 5.1.1 The final parking strategy will need to draw on all of the information presented in this report in order to develop a coherent, effective strategy for the ongoing management of parking in Stockport Town Centre. This section provides an initial overview of the issues and opportunities raised by these initial findings, which will be used to inform the objectives and options in the final strategy.

### 5.2 Issues and Opportunities

- 5.2.1 Based on the findings from the data collection exercise and stakeholder discussions, the strategy development will need to consider the following issues and opportunities:

#### Issues

- High demand for parking adjacent to the Civic Centre, especially when Stockport Homes Ltd (former Lamborghini Garage) development is completed.
- Reduced parking supply close to Civic Centre resulting in unrestricted parking to east of Upper and Middle Hillgate and within Covent Garden.
- Increased demand for parking as a result of the relocated Hospital Facility with a potential 400 additional staff and the closure of Loonies Court car park.
- Competition from Private Operators - Need to ensure tariff structure is competitive/consistent with private operators.
- Need to maintain minimum level of revenue to operate service
- Revenue used to pay for service provision
- Surplus goes back into overall Council revenue
- Cost efficiency of current cost of parking passes and residents/disabled passes

#### Opportunities

Appropriate zoning of car parks to increase visitor footfall

- As per above, long and short stay car parks should be appropriately located

Chance to develop council parking offer in tandem with regeneration

- Opportunity to acquire car parks managed by Council as part of regeneration schemes

Chance to develop new parking offers to induce new businesses to use council car parks

- Confirm with Regen what existing initiatives are in place, and what could be offered in future

Improved connectivity for pedestrians between car parks and key destinations

- Better signage and high quality pedestrian routes would increase attractiveness of outlying long stay car parks
- Pedestrian routeing will also be able to tie in with regeneration schemes

Improved vehicular signage to car parks and better routeing of incoming traffic to appropriate car parks to reduce time spend searching for a car park

- Appropriate routeing of vehicles arriving along key arterial routes towards strategically located long and short stay car parks
- Chance to tie-in routeing with regeneration schemes

Introduction of payment mechanisms appropriate to specific car parks

- E.g. pay on foot at short stay car parks linked to shopping.

- 5.2.2 The final Town Centre Parking Strategy will include a section on current and emerging technology and how these might be appropriate for Stockport. The Strategy will also include indications of possible sources of funding for any of the Strategy recommendations made.

APPENDIX A



## **RESILIENT NETWORK REVIEW**

### Report of the Corporate Director for Place Management & Regeneration

#### **1. INTRODUCTION**

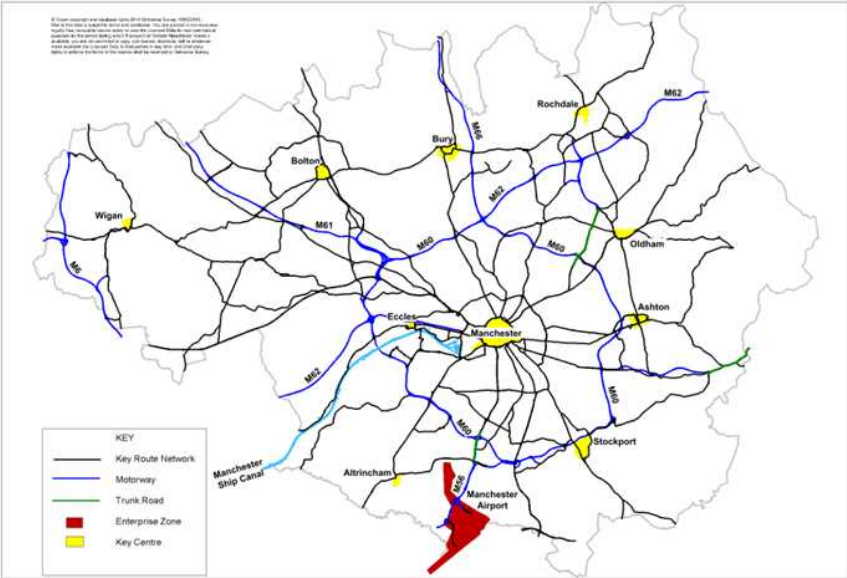
- 1.1. The Government's response to the 2014 Transport Resilience Review identified a need for local authorities to develop and identify a resilient network for their highway network. This network is expected to be based on risk and need as well as the road classifications of the network. The action was included in the Department for Transport (DfT) incentive fund self-assessment as a requirement to access the funds. The designated resilient network provides a prioritisation for the overall highway network on where to direct resources to ensure the network remains open or is reopened first after an incident.
- 1.2. The resilient network was initially set up to ensure that during extreme weather conditions, access to key services and necessary support to the economy are maintained. Extreme weather is considered to be: Heatwaves, High Winds, Heavy Rain and Flooding, Extreme Cold, Snow and Ice. The network identified was also of relevance for other incidents where the prioritisation of route clearance/repair was required.
- 1.3. The Council is now by the DfT also being asked to provide consideration of industrial action, major incidents and other local risks beyond weather related incidents impacting on the highway. The document has been updated to reflect this. The Government also recommends that the network is reviewed every two years. It has been 2 years since the original network was identified and so this review has been undertaken.
- 1.4. The Committee are recommended to review and comment on this report and the proposed network.

#### **2. PRIORITISATION PROCESS FOR THE NETWORK**

- 2.1. In order to review the resilient network there is a need to consider the identified:
  - Key service locations.
  - Key locations of economic value.
  - Priorities for keeping the different locations accessible under extreme service pressures, for example, constant snowfall.
  - Locations which under certain conditions should be closed and bypassed for safety purposes.

- 2.2. The winter maintenance network is well established and remains an integral element of the development of the resilient network.
- 2.3. The routes will still need to be amended to ensure they can fulfil the more specific role of the resilient network for a range of issues beyond cold weather. This will need to include the consideration of potential industrial action, major incidents and other local risks.
- 2.4. Key services are classified as:

Primary (access to be maintained even when resources are scarce, or reopened as soon as possible)	<ul style="list-style-type: none"> <li>- Hospitals with Accident and Emergency Departments</li> <li>- Police, fire and ambulance stations</li> <li>- Bus and rail stations</li> <li>- Bus garages and depots</li> <li>- Major 'A' roads, bus routes and key transport routes (inc. priority 1 footways)</li> <li>- Salt storage depots (in Winter)</li> <li>- Rest centres as identified in the emergency plan: <ul style="list-style-type: none"> <li>o Houldsworth Village Target Fitness Centre, Broadstone Road, Reddish, SK5 7AT</li> <li>o Life Leisure Grand Central, Stockport Exchange, Stockport, Wellington Rd South, Stockport, SK1 3TA</li> <li>o Life Leisure Avondale Recreation Centre, Heathbank Road, Cheadle Heath, SK3 0UP</li> <li>o Sanderling Building, Bird Hall Lane, Cheadle Heath, SK3 0RF</li> <li>o Life Leisure Cheadle, Cheadle Road , Cheadle SK8 1JR</li> <li>o Stockport Sport Village, Lambeth Grove, Woodley, SK6 1QX</li> <li>o Life Leisure Romiley, Holehouse Fold, Romiley, SK6 4BB</li> <li>o Marple Hall School, Hilltop Drive, Marple, SK6 6LB</li> </ul> </li> <li>- Key nursing homes facilities to relieve bed blocking at hospitals</li> <li>- TfGM key route network</li> </ul>
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<p>Secondary (access to be prioritised where incidents persist and resources are available to be utilised on a priority basis)</p>	<ul style="list-style-type: none"> <li>- Secondary bus routes, school routes and feeder roads which carry high levels of traffic classified as secondary/tertiary gritting routes.</li> <li>- Priority 2 footpaths</li> <li>- Care homes with nursing care facilities</li> <li>- Educational facilities (weekdays)</li> <li>- Large medical clinics/ non A &amp; E hospitals</li> <li>- Utility facilities in need of access (on request)</li> <li>- Key economic locations: <ul style="list-style-type: none"> <li>▪ Town and District Centres</li> <li>▪ Large Retail/Business Parks</li> </ul> </li> </ul>

2.5. While under all but the most extreme conditions the presumption would be to keep the network open. However, in certain circumstances the closure of routes should be considered and alternatives planned. The locations listed below are likely to be closed for public safety if certain conditions are met:

- Sections of road liable to flood.
- Bridges in extreme weather conditions.
- Exposed locations in extreme weather conditions.
- Roads surrounding incidents, for example where smoke causes visibility issues or access needs to be maintained for emergency services only.

2.6. **It is expected that this Resilient Network selected would work in coordination with the Greater Manchester (GM) Multi-Agency Generic Response Plan when necessary.**

### 3. RESPONSES BY POTENTIAL EVENT

3.1. The resilient network will be impacted on differently by different incidents. As part of this review, analysis has been undertaken for each incident type to identify the likely impact on the network and a series of actions that will be required.

### 3.2. Flooding

3.3. The Table below taken from the GM Multi-Agency Generic Response Plan identifies the triggers for different flood risks.

Low Flood Risk / Flood Alert	
Triggers	<ul style="list-style-type: none"> <li>Flood Alert.</li> <li>Flood Guidance Statement.</li> <li>Severe Weather Warnings</li> <li>Recorded rainfall that is predicted to result in flooding (upstream).</li> <li>Recorded or forecast river water levels that will cause flooding.</li> </ul>
Impact on the Ground	<ul style="list-style-type: none"> <li>Flooding of low lying land</li> <li>Rivers, brooks swollen and approaching capacity.</li> <li>Activation of flood defences</li> <li>Surface water flooding</li> <li>Minor road, car park or open land flooding.</li> <li>Localised flooding due to heavy storms.</li> <li>Flooding of fields and recreation land/campsites</li> </ul>
Medium Flood Risk / Flood Warning	
Triggers	<ul style="list-style-type: none"> <li>Flood Warning.</li> <li>Heavy rainfall with potential to cause flash surface water flooding.</li> <li>Observed rising water levels - critical trigger point reached.</li> <li>Site observations (e.g. restrictions/blockages or defence failures).</li> <li>Actual flooding of properties reported.</li> </ul>
Impact on the Ground	<ul style="list-style-type: none"> <li>Flooding of homes, buildings and businesses.</li> <li>Flooding of major road and rail infrastructure.</li> <li>Significant flood plain inundation</li> <li>Damage to flood defences.</li> </ul>
High Flood Risk / Severe Flood warning	
Triggers	<ul style="list-style-type: none"> <li>Severe Flood Warning</li> <li>Forecasts predict a worsening situation and severe flooding likely</li> <li>Observations of severe flooding or major problems with infrastructure and services.</li> <li>Actual severe flooding incidents reported.</li> <li>Professional judgement, including consultation with Professional Partners.</li> </ul>
Impact on the Ground	<ul style="list-style-type: none"> <li>Risk to life.</li> <li>Large numbers of homes/businesses expected to flood.</li> <li>Large numbers of people are likely to be affected by flooding.</li> <li>Severe adverse impact on local infrastructure anticipated.</li> <li>Significant impact on the capacity of professional partners, organisations and the public (e.g. vulnerable groups) to effectively respond.</li> <li>Flood defence failures or overtopping resulting in extreme flooding.</li> </ul>
Recovery	
Triggers	<ul style="list-style-type: none"> <li>Rivers back in-bank, levels falling and no significant rain forecast.</li> <li>Rivers back below trigger levels which activated initial warnings.</li> </ul>
Impact on the Ground	<ul style="list-style-type: none"> <li>No further impact in terms of flooding with an improving situation.</li> <li>Property owners and local authorities take stock and consider clean-up/recovery operations.</li> </ul>

Table Recognised Drainage Hotspots

River Name	Location	Area	Flood Defences/ Engineering Works
River Mersey	Manchester Road, Cheadle wood Farm, Railway cottages & Happy Days Garden Centre	Cheadle (Stockport – Manchester Boundary)	Protective Banking
Gatley Brook	Gatley Green	Gatley	-
Heald Green	Gatley (Williams Scholes Playing Field)	Gatley	Debris Screen
Poise Brook	Torkington Park	Hazel Grove	-
	Robins Lane	Bramhall	-
Drainage issue	Layfield Avenue	Romiley	-
Drainage issue	Junction of Stockport Road and Hyde Road, Bredbury Rail underpass	Bredbury	-
Drainage issue	Hulme Hall Road, Cheadle Hulme – Rail underpass	Cheadle Hulme	-
Drainage issue	Junction of Brabins Brow, Town Street and Lower Fold	Marple Bridge	Natural low spot, Capacity Issues

3.4. Flooding incidents may necessitate the closure of certain roads or footpaths. Procedures for assisting the police with road closures will be provided by Stockport Council. Ideally in the case of key routes, suggestions for alternative routing should be available.

3.5. Roads in the key network affected by flood zones are:

- St Marys Way, Stockport
- Great Portwood Street, Stockport
- New Bridge Lane, Stockport
- Brinksway, Stockport
- Chestergate, Stockport
- King Street West, Edgeley
- Manchester Road, Cheadle
- Stockport Road, Cheadle
- Councillor Lane, Cheadle
- Brabyns Brow, Marple
- Town Street, Marple Bridge
- Longhurst Lane, Marple Bridge
- Andrew Street, Compstall
- Dooley Lane, Chadkirk
- Otterspool Road, Chadkirk
- Torkington Road, Hazel Grove
- Buxton Road (A6)

**ACTION – Prioritise necessary drainage maintenance/improvement works for resilient network.**

**ACTION – Prioritise structural maintenance of routes and related structures for the resilient network.**

**ACTION - Prioritise post flooding clearance/repair on highways network to resilient network routes.**

3.6. Maintenance and improvement work of the resilient network will be captured in the Capital Programme and asset management planning for the council.

**3.7. Heavy Rain**

3.8. Heavy Rain increases the risk of landslip and reduces visibility and surface friction leading to increased risk of crashes (but not necessarily causing wide spread flooding).

**ACTION – Prioritise clearing/repair of resilient network to keep routes open.**

**3.9. Heatwaves**

3.10. Issues likely to arise as part of any heatwave emergency, such as power failures and transport disruption, will be dealt with by the departments concerned as part of a coordinated response unless they became the overriding concern, in which case the overall Government department lead may transfer responsibility.

3.11. Transport infrastructure:

- Road surfaces are susceptible to melting under extreme or prolonged temperatures (33°C for Tarmac); however, as the surface temperature may not be dependent on the air temperature, melting is more likely to be as a result of direct sunlight.
- Traffic congestion leading to delays on roads has potentially serious consequences for those in vehicles, particularly vulnerable people such as the elderly or young children.

**ACTION - In the very unlikely event of widespread road melt the prioritisation for spreading grit or sand would reflect that seen for the cold weather maintenance.**

**ACTION - Potentially consider delaying activities which could increase congestion such as none emergency road works on key routes.**

**3.12. High Wind**

3.13. Issues likely to arise as part of high wind are: Debris in the road; Difficult driving conditions (potential increase crash risk); electrical failure.

3.14. Weather warnings for high winds will provide the following advice on circumstances and likely damage:

- 50 mph gusts: Difficult driving conditions for high-sided vehicles especially on exposed roads and bridges.
- 60 mph gusts: Difficult driving conditions. Unladen high-sided vehicles at risk of being overturned. Some damage to trees and falling branches.
- 70 mph gusts: Hazardous driving conditions. Unladen high-sided vehicles at risk of being overturned and motorists advised to drive with particular care. Damage to trees, falling branches with some being uprooted. Minor damage to some buildings, particularly to tiles, slates and chimneys.
- 80 mph gusts: Dangerous driving conditions. High-sided vehicles at risk of being overturned and motorists advised to avoid driving if possible. Considerable damage to trees with significant tree uprooting. Extensive minor damage, particularly to tiles, slates and chimneys, with some structural damage to chimneys.
- 90 mph gusts: Driving extremely dangerous. Widespread uprooting of trees. Widespread damage to buildings, with potential for severe structural damage. Public advised not to venture out of doors unless really necessary.

**ACTION – Prioritise clearing/repair of resilient network to keep routes open.**

**ACTION – Consider the need to minimise the risk of high winds in exposed areas by appropriate maintenance.**

**ACTION – Close routes identified as potential risks in high wind and divert as necessary**

3.15. Maintenance and improvement work of the resilient network will be captured in the Capital Programme and asset management planning for the council.

### **3.16. Snow**

3.17. Issues likely to arise as part of snow conditions include reduced visibility, reduced surface friction, failure in road signals, roads become impassable due to snow and vehicular accidents. The Winter Maintenance Plan and Policy which can be found here: <http://www.stockport.gov.uk/services/transport/highwayandstreetlightmaintenance/wintermaintenance/grittingtheroads/whenwegrit> looks at this in detail.

**ACTION – Gritting as outlined in the winter maintenance plan and policy.**



**ACTION – Prioritise clearing /repair of resilient network to keep network operational.**

### **3.18. Extreme Cold**

- 3.19. The effectiveness of salt decreases with temperature and the use of alternative materials may be required to ensure effective treatments in extreme cold. Extreme cold conditions are considered to be temperatures lower than  $-5^{\circ}\text{C}$  in low humidity conditions (below 80% relative humidity) and lower than  $-7^{\circ}\text{C}$  in normal UK winter humidity conditions (at or above 80% relative humidity). This decrease in effective de-icing would be expected to increase the risk of accidents.
- 3.20. The surface is also affected by extremes and extra maintenance to address post event damage may be needed. This would also be implemented on the prioritised resilient network first.

**ACTION – Gritting as outlined in the Winter Maintenance Plan and Policy.**

**ACTION – Prioritise clearing/repair of resilient network to keep network operational.**

### **3.21. Other Incidents**

- 3.22. Other none weather related incidents which impact on the highway will also have the same highway prioritisation applied where appropriate.

### **3.23. Industrial Incidents**

- 3.24. The predicted impacts include:
- Endangerment of life.
  - Damage to property and the local area.
  - Pollution of the local environment and water courses.
- 3.25. The consequences could include:
- Impact to UK oil and gas supplies.
  - Economic impacts through damage to local businesses.
  - Long term restoration and recovery of the local area.
  - Contamination of crops and agricultural land.

**ACTION – Prioritise clearing/repair of resilient network to keep network operational.**

**ACTION – Identify potential diversion plans for locations of high potential risk, for example waste disposal sites.**

**ACTION – Close routes identified as potential risks due to issues such as contamination or visibility, and divert as necessary.**

**3.26. Industrial Action and other Mass Protest Events.**

- 3.27. Large groups will congregate to raise the profile of issues. This will normally focus around the location relevant to the issue or locations of high profile in order to achieve maximum effect. This will potentially impact on the resilient network and depending on the size and duration of the event could negatively affect use of the network. If the nature of the gathering becomes hostile, damage may also occur to the fabric of the highway.

**ACTION - Where possible it will be advised that, working with the involved parties, the routes and congregation areas for industrial action and other mass protest events should minimise their impact on the primary resilient network to not adversely affect the use of the Primary Resilient Network.**

**ACTION - Identify diversion routes for key points of attraction for such groups such as the Stockport Town Hall, the town centre and arrival points such as rail and bus stations.**

**ACTION – Work with the police and other relevant groups to limit and remove blockages of the resilient network as soon as reasonably practicable.**

**ACTION – Clean debris and address other issues caused by events to return the highway to its normal state prioritising primary and then secondary resilient network.**

**3.28. Terrorism**

- 3.29. As with mass protest, high profile targets which would generate the most damage and attention are likely to be the potential location for such incidents. Locations with large numbers of users close together for example transport interchanges, music venues and public outdoor events have all been recent targets for such attacks. Consideration can be given to physical amendments to the network to limit the potential impacts of terrorism as well as ensuring that in the aftermath of any such event, the necessary transport support is available to assist the emergency services and that any repairs are undertaken rapidly.

**ACTION – Consider potential impact of terrorism on the primary resilient network and potential mitigation.**

**ACTION - Identify diversionary routes for key points of attraction for such groups such as the Stockport Town Hall, town centre venues, railway and bus stations.**

**ACTION – Consider basic awareness training of frontline staff in identification of potential threats.**

**ACTION – Ensure that information which may potentially be exploited by criminal or terrorist groups is not released to people who do not require it.**

**ACTION – Work with the police and other relevant groups to limit and remove blockages of the resilient network as soon as reasonably practicable.**

**ACTION – Clean debris and address other issues caused by incident to return the highway to its normal state, prioritising the primary and then secondary resilient network.**

### **3.30. Pandemic/Infectious Disease**

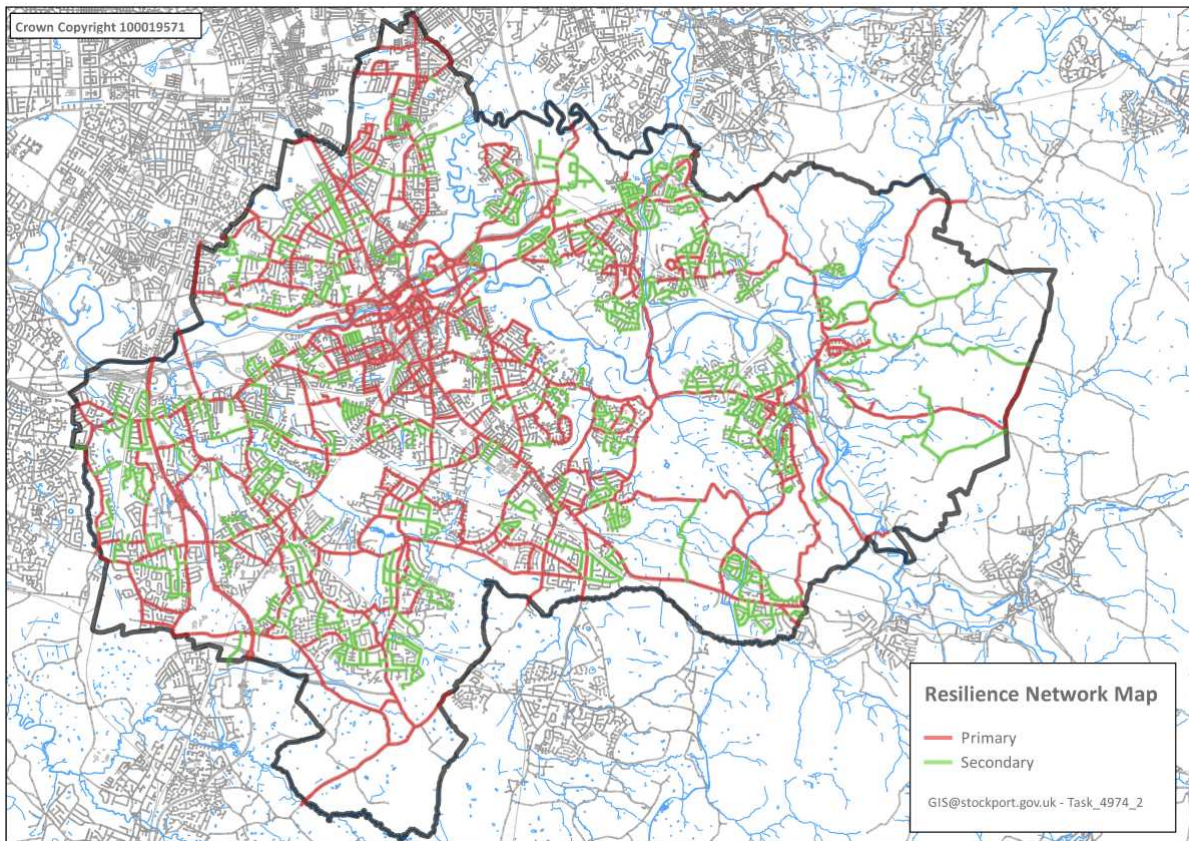
3.31. This is a slow-moving emergency but will still potentially impact on the transport network through both the need to keep key routes to medical facilities open and the potential impact of illness on the availability of staff. In the case of animal disease decisions may need to be taken about how the transport network can support the containment of the disease by amending movement.

**ACTION – Prioritisation for necessary medical or veterinary transport needs.**

**ACTION – If workforce is reduced through illness prioritise the maintenance of the primary network.**

**ACTION – Work with relevant guidance to minimise unnecessary movement if required.**

## **4. OVERALL RESILIENT NETWORK MAP (Appendix 1)**



**4.1. Primary Road**

**4.2. Primary Gritting Routes as defined in Winter Maintenance Plan plus:**

**4.3. Roads allowing access to Police Stations:**

- Parkfield Avenue, Marple
- Tannock Road, Hazel Grove
- Campbell Street, Reddish
- Asquith Street, Reddish
- Spectrum Way, Adswold

**4.4. Roads providing access to key nursing care facilities:**

**4.4.1. Non-highway access clearance (private driveways) should be discussed between care homes and Solutions SK on an individual basis.**

- Berrycroft Manor Care Home - Berrycroft Lane, Stockport, SK6 3AU  
**Entrance off Warwick Road.**
- Marbury House Care Home Marbury Rd, Stockport, SK4 5NU
- Meadway Court Care Home, Bramhall, SK7 1JZ
- Abney Court Abney Hall Park, Manchester Road, Cheadle, SK8 2PD

**4.5. Roads to rest centres as identified in the emergency plan:**

- Lambeth Grove, Woodley

**4.6.    Secondary Roads**

**4.7.    Tertiary Gritting Routes as defined in Winter Maintenance Plan plus:**

**4.8.    Weekdays Roads accessing Education Facilities:**

Prospect Vale	Rushton Road
Loweswater Road	Heathbank Road
Keswick Ave	Bombay Road
Foxland Road	Calcutta Road
Matlock Road	St Johns Road
Acres Road	Poplar Street
Birch Road	Glenfield Road
Ashfield Crescent	Churchill Street
Vernon Close	Higgingson Road
Hulme Hall, School lane	Bedford Street
Kirkstead Road	Broomfield Drive
Whitehaven Road	Gorseway
Eskdale Ave	Westmorland Drive
Dalstone Drive	Warwick Road
Albany Road	Ashdown Ave
Gleneagels Close	Bowland Road
Mill Lane	Sherwood Road
Neville Road	Sandy Lane
Arnfield Road	Elmfield Drive
Neston Grove	Chapel Street

**5.       CONSULTATION**

5.1.    This document has been taken to relevant stakeholders for consultation. Stakeholders include:

- Police
- Fire Service
- Ambulance Service
- Public Transport Operators
- Utility Providers
- AGMA Civil Contingencies and Resilience Unit (CCRU)

5.2.    Comments have been incorporated into the overall Resilient Network to ensure it meets the needs of relevant services.

**6.       NEXT STEPS**

6.1.    Following the adoption of the reviewed resilient network this document will be shared with all relevant members of staff and stakeholders for information. The actions will be undertaken as necessary both with regards to prioritising works to

mitigate the effects of incidents and to guide decision making in the event of an emergency.

## **7. FUTURE REVIEWS**

- 7.1. In order to expedite future reviews of the resilient network, which must be undertaken every 2 years, it is recommended that future approval of amendments to the network is delegated to the Director of Place in consultation with the Cabinet Member for Economy & Regeneration. This would not include amendments to the related strategy but purely to the network for the purpose of keeping it up to date for example: the removal of roads as facilities close within the guidelines of the related strategy resulting in the road no longer providing a key route.

## **8. RECOMMENDATIONS FOR SCRUTINY**

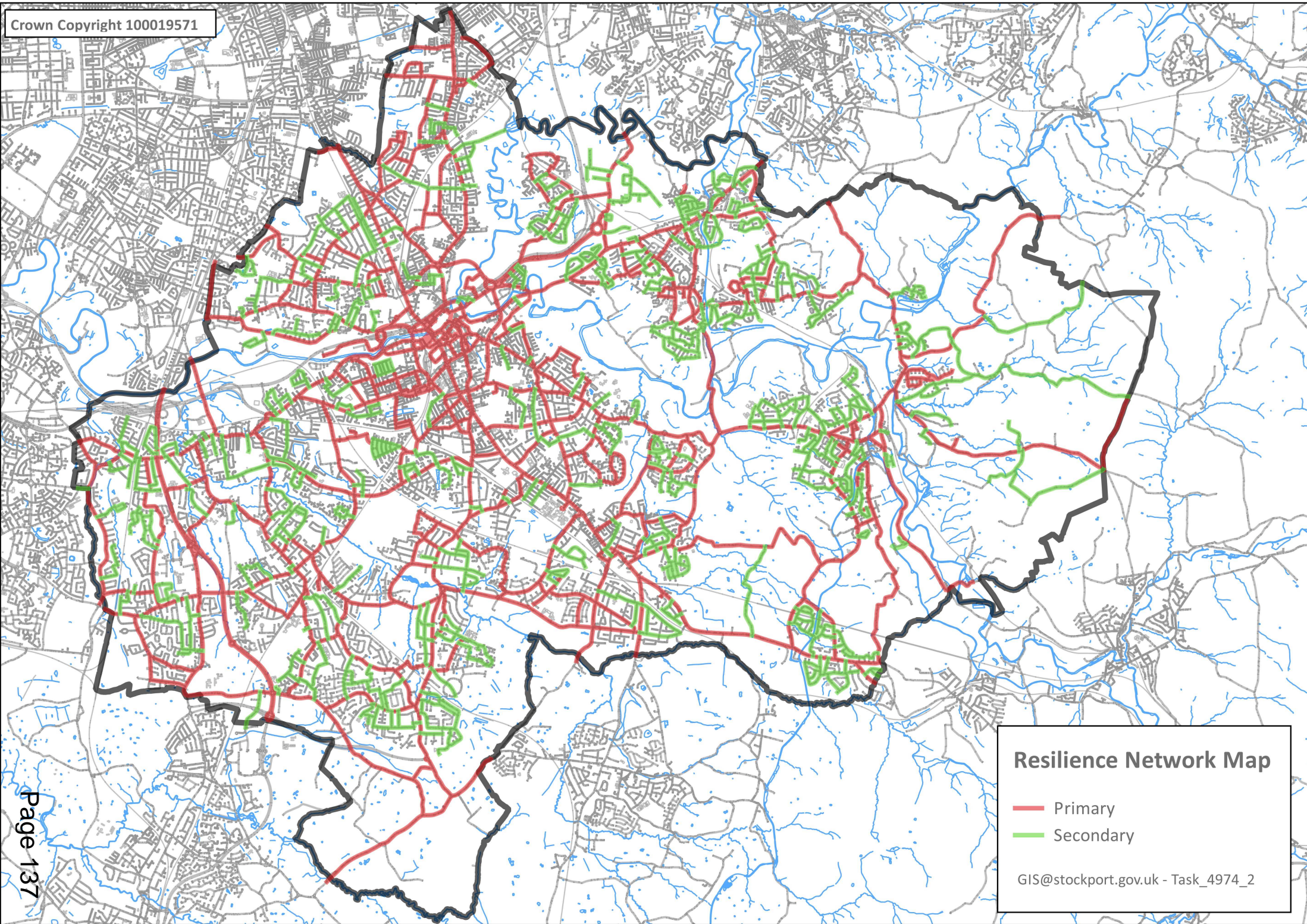
- 8.1. Scrutiny Committee is requested to comment on the report and the network proposed.

## **BACKGROUND PAPERS**

There are none

Anyone wishing to inspect the above background papers or requiring further information should contact Sue Stevenson on Tel: 0161-474-4351 or by email on [sue.stevenson@stockport.gov.uk](mailto:sue.stevenson@stockport.gov.uk)





## Resilience Network Map

- Primary
- Secondary

GIS@stockport.gov.uk - Task\_4974\_2



## **REVIEW OF THE A6 VIADUCT MAINTENANCE SCHEME**

### Report of the Corporate Director for Place Management & Regeneration

#### **1. PURPOSE OF REPORT**

- 1.1. For a 12 week period over the summer, the Grade II listed Wellington Road Viaduct on the A6 in Stockport Town Centre was closed to traffic in both directions to enable the first phase of a programme of essential maintenance works to be carried out. The works were completed on time and on budget. Following a review of the scheme by the project team, this report sets out the lessons learned from delivery of the first phase of this scheme for consideration during the delivery of future highways maintenance and improvement schemes.

#### **2. SUMMARY OF THE WORKS**

- 2.1. The A6 Wellington Road Bridge is a Grade II historic stone bridge of eleven segmental arches of varying spans constructed in 1826. The brick arch and concrete structure was experiencing environmental and sub-surface damage by rainwater and salt penetration, presenting a risk to the main structure and also to a main electrical sub-station beneath one of the arches. Above ground, surface water run-off was channelled along the footways, which in winter formed ice and in the summer undermined the footway surface, leading to risk of slips, trips and falls for pedestrians. The presence of trief kerbing exacerbated the flow of water above and below the footways, accelerating structural damage.
- 2.2. The concrete viaduct extension was substandard and required strengthening. Footway reconstruction also allowed for the provision of improved footways and cycle lanes, which replaced the previous narrow cycle lanes along this stretch.
- 2.3. The £3.5m scheme was funded by a £2.8m grant awarded following a successful bid to the Highways Maintenance Challenge Fund, with a local contribution from the Transportation Capital Programme.
- 2.4. The objectives of the scheme were to complete essential maintenance works to the Wellington Road Bridge in summer 2017 to:
  - Ensure the longevity of the Bridge;
  - Prevent damaging water ingress to the structure;
  - Protect the main electrical sub-station below one of the arches;
  - Ensure works were completed prior to the opening of Redrock and the start on site for the redevelopment of the bus station as a new transport interchange.
- 2.5. In July 2017 works commenced on the bridge to address current maintenance issues and prolong the life of this historic structure. The first phase of work was undertaken to waterproof and re-joint the bridge deck, install a new concrete slab to support the road, repave the footways, resurface the road, and replace street lighting. Waterproofing is best undertaken in a single scheme of works under a

full road closure, with a continuous waterproofed slab installed. Installation in sections would have created seams vulnerable to water penetration and required several periods of road closure and associated road diversions for the A6.

- 2.6. The remaining phase of work can be undertaken with road open and will be completed by spring 2018.
- 2.7. During the repairs, engineers spent over 7,000 hours on site, and the road was reopened to traffic as planned on Monday 16th October. Whilst further work continues alongside and under the bridge to complete the final structural and refurbishment works, completion of the main works and reopening of the road on time and to budget is a significant achievement.

### **3. LESSONS LEARNED**

- 3.1. A 'lessons learned' review was held involving project team members, contractors and representatives from Transport for Greater Manchester. The following areas were identified as part of that meeting.
- 3.2. Feedback received from external stakeholders and contact/ comments from the public during the scheme have also informed the issues identified in the following paragraphs.

#### **STAKEHOLDER ENGAGEMENT**

- 3.3. Given the central location of the works at the heart of Stockport Town Centre, engagement with stakeholders including residents, businesses and public transport operators was essential. Communication activity was started early and was undertaken proactively with press releases alerting people to the works well in advance of commencement. Digital traffic signs on the A6 were used to alert drivers to the upcoming works, and partner organisations such as Marketing Stockport also promoted the upcoming works via their websites, in addition to information being made available on the Council's own website.
- 3.4. Dedicated email and phone contact points were identified for stakeholders, and letters provided to affected properties in the vicinity. Weekly progress updates were provided on the Council's website, and regular updates were also provided via the Council's various social media accounts.
- 3.5. Presentations by the project team were also made to local stakeholder groups, including the Town Centre Business and Retail Forum. Emphasis was placed throughout all communication activity on the message that the town centre was still open for business. This was further supported by the Council through the implementation of 'free after 3' car parking in Heaton Lane, Merseyway and Newbridge Lane Car Parks.
- 3.6. Few formal complaints were received and the Council has recently included a post-works feedback form on the website to enable residents and businesses to feedback on highways works once they are completed. The Council received positive feedback about the communications activity surrounding the project.
- 3.7. In addition to engagement with wider stakeholders, engagement with stakeholders directly involved in the delivery of the project was also of paramount

importance. Stakeholders were involved from the early stages of the project to identify and remove potential risks. This provided support to stakeholders and allowed the Council to manage communications proactively. In particular, early engagement with statutory services enabled close coordination of diversions of services, and reviews with contractors during the design phase enabled opportunities for efficiencies to be identified early on.

- 3.8. Whilst early engagement with the majority of stakeholders was achieved, the consultation with Transport for Greater Manchester's Urban Traffic Control (UTC) unit on the detail of the closures could have been started earlier.
- 3.9. Communication with the contractor on site worked well due to strong relationships with the project team. This enabled issues to be escalated and dealt with quickly. In order to streamline communication channels, interfaces between statutory utilities and contractors on site were minimised where possible.
- 3.10. A report on the proposed scheme was considered by both Economy and Regeneration Scrutiny and Central Area Committees allowing Member's to comment on the proposed scheme. The request from Central Area Committee regarding including Newbridge Lane's car park in the free after three initiative was agreed by the Cabinet Member.
- 3.11. Once on site, weekly updates were provided for Members and key Council officers providing details of progress and any issues during the previous week.
- 3.12. The project has demonstrated the importance and efficacy of early and ongoing communication with external and wider project stakeholders.

#### DELIVERY TIMESCALES

- 3.13. The vital role of the A6 meant that it was essential that delivery of the project (and any closures of the road) was undertaken as quickly as possible. As a result, a challenging 12 week timescale was set for the project. The works were undertaken during the summer months to reduce the impact on traffic as much as possible, and contingency was included in the programme for the beginning to cover any unexpected issues. Extended working hours were also used to ensure that the work was completed within the timescales. Good relationships between the project team and the contractor meant that delivery was successful despite the tight timescales, but additional time would have alleviated pressure on delivery.
- 3.14. In addition, time pressures also limited the time spent on reviewing and reworking the proposals during the design stage. Future projects should consider the potential impact of this when identifying delivery timescales.

#### PROJECT MANAGEMENT

- 3.15. A dedicated project team was established, drawing on experienced project managers and communications specialists.
- 3.16. The project team was created using a combination of internal officers and consultants with named officers in various roles utilising the good practices and processes developed for other capital projects. The project team utilised a wide range of skills to support it, including communications, financial, traffic

management etc. and there was close liaison with various officers from Transport for Greater Manchester.

- 3.17. The project was managed in accordance with good practice, however, due to the potential significant impact of the scheme on the network and the concentrated time period for delivery, it provides a good opportunity to reflect on the approach used to manage the scheme. This learning can then be transferred to other projects.

#### USE OF ALLIANCE FRAMEWORK

- 3.18. The Council used the existing Alliance Framework to appoint contractors to undertake the project. Use of the framework is the most efficient route for appointing contractors for projects of this kind, and enabled the Council to benefit from the existing relationships already established with those contractors on the framework. Whilst the use of the Alliance Framework benefitted the project it was also clear there was a need to ensure that the Alliance contractors and SSK worked closely together and that there is a need for clarity regarding each other's work requirements.

#### EARLY ENGAGEMENT WITH UTILITIES

- 3.19. As part of the scheme development there was early contact with utilities regarding the need for diversions. This early communication allowed utilities to plan for improvements to their services whilst they were exposed, which in the longer term benefits town centre businesses and hopefully reduces the need for future utilities work in this area. Careful coordination meant that a number of utilities could manage their works in a coordinated manner once the footway was removed.

#### TRAFFIC MANAGEMENT AND DIVERSIONARY ROUTES

- 3.20. Due to the road closures required as part of the works, diversions were set up along adjacent routes. Diversions were also provided for pedestrians and for buses. These were clearly signed and information made available on the Council's website. In order to reduce the impact on congestion as much as possible, wider highways works in the town centre (including those along St Mary's Way as part of TCAP) were suspended during the period of the project.
- 3.21. Ongoing monitoring was undertaken of the impact of the closure on traffic in the town centre, and the Council responded quickly to particular issues that became evident during the first few days of the closure. This included the opening up of an additional exit from Heaton Lane Car Park following concerns about delays for people exiting the car park as a result of the diversions.
- 3.22. Whilst work was suspended on St Mary's Way, and this was clearly signed as a diversionary route, the Council received some feedback that this wasn't articulated clearly enough. Further consideration in future projects should be given to ensuring that all communication methods are maximised for communicating diversions, in addition to the Council's website.
- 3.23. There was also a delay in signing and promoting an alternative temporary cycle route, following concern from stakeholders that requiring cyclists to dismount and use the pedestrian diversion was not adequate. Whilst an alternative cycle diversion was implemented, this did take time as road safety audits of the

proposals had to be undertaken. In future projects, diversions for all users should be considered and implemented from the start of any works.

- 3.24. The A6 is a key bus route through the town centre and there was considerable liaison between the project team Transport for Greater Manchester and Stagecoach as the main operator to ensure that appropriate alternative bus stops and routes were provided. The bus operators developed contingency plans for additional buses to support their timetables in case they were required. The officers at the bus station were also very supportive regarding supporting passengers seeking to identify the alternative stops.
- 3.25. The project reiterated the importance of well signed and well communicated diversionary routes for all users, and the need to respond flexibly to particular traffic management issues when they arise as a result of the diversions. Future projects should consider how all communication methods can be used to promote diversionary routes, and appropriate diversionary routes for all users (including cyclists) should be implemented at the start of any works.

#### **4. SUMMARY OF LESSONS LEARNED**

- 4.1. Following the review of the delivery of the A6 bridge works, a number of key lessons have been identified for consideration in future projects of this kind. The findings have been disseminated across the Highways and Transportation Service. Key lessons include:
- A proactive communications campaign and early engagement with key stakeholders is vital. The model used in delivering this scheme can be replicated for future projects.
  - The impact of tight delivery timescales on the level of review which can be undertaken at the design stage should be considered carefully.
  - A dedicated project team comprised of officers from across different specialisms worked well, and should be replicated for all schemes.
  - Use of the Alliance Framework provides an efficient procurement route and enables the Council to benefit from existing relationships with contractors on the framework. However, future consideration should be given to ensure that there is clarity from the start one roles and responsibilities when multiple contractors are involved.
  - Early engagement and careful coordination with utility companies can be used to minimise the need for future utilities works in an area.
  - The Council can respond quickly and flexibly to traffic issues when they arise as a result of a closure, and the ongoing monitoring of traffic is essential to enable this to happen.
  - Future projects should consider how all communication methods can be used to promote diversionary routes, and appropriate diversionary routes for all users (including cyclists) should be implemented at the start of any works.

#### **5. RECOMMENDATION**

The Committee are recommended to note the findings of the report.

#### **BACKGROUND PAPERS**

There are none.

Anyone wishing to inspect the above background papers or requiring further information should contact Sue Stevenson on telephone number Tel: 0161-474-4351 or alternatively email [sue.stevenson@stockport.gov.uk](mailto:sue.stevenson@stockport.gov.uk)

## **TOWN CENTRE ACCESS PACKAGE (TCAP) COMPULSORY PURCHASE ORDER - PROJECT 601**

Report of the Corporate Director for Place Management & Regeneration

### **1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1 On 22 March 2016, the Executive agreed in principle to the making, by the Council, of all necessary compulsory purchase orders and (if applicable) side roads orders pursuant to the Highways Act 1980, required in order to support the delivery of the schemes comprised within Phase 2 of the Stockport Town Centre Access Plan. Amongst the Phase 2 schemes addressed within the report which was before the Executive ("**the 2016 Report**") was Scheme 601: New Bridge Lane ("**the 601 scheme**").
- 1.2. The Executive also agreed to delegate the final decision as to the authorisation of the individual orders referred to in paragraph 1.1 ("**the Phase 2 Orders**") to the appropriate Corporate Director in consultation with the Executive Member. On 20 February 2017, the Deputy Chief Executive in consultation with the Executive Member for Economy & Regeneration authorised the submission of the Phase 2 Orders to the Secretary of State for Transport for confirmation.
- 1.3. The Council is now in a position to make the compulsory purchase order for the 601 scheme ("**the Order**"). However, since the Order was last considered by the Executive, there have been a number of developments.
- 1.4. The Order front sheet setting out the powers pursuant to which the Order is proposed to be made (i.e. powers contained in the Highways Act 1980 and the Road Traffic Regulation Act 1984), the Order Schedule and the Order Map have been drawn up. The Statement of Reasons, which sets out the Council's case for making the Order, has also been prepared. A full and detailed account of the Council's justification for the use of its powers of compulsory acquisition to assemble the land and secure the rights required to deliver the 601 scheme is set out in the draft Statement of Reasons. A summary of the key matters, pertaining to that justification, is set out in this report.
- 1.5. The purpose of this report is to update Councillors in respect of the 601 scheme and the Council's detailed reasons for making the Order; to provide a summary of the Council's negotiations with those parties whose land and interests are required to be assembled, and the stage which those negotiations have reached; and to enable the Councillors to consider the human rights and equalities implications should the Order be made.
- 1.6. A copy of the report to the Executive dated 22 March 2016, and the subsequent report to the Deputy Chief Executive and Executive Member for Economy & Regeneration dated 20 February 2017, are appended to this report by way of background (see Appendix 1 and Appendix 2 respectively). Furthermore, drafts of the Order front sheet, the Order Schedule and the Order Map (Appendix 3), together with the draft Statement of Reasons (Appendix 4), are also provided.



## **2. SCHEME UPDATE**

- 2.1 The 601 scheme forms part of the Stockport Town Centre Access Plan (“**TCAP**”), an extensive package of integrated highway improvements aimed at tackling congestion and barriers to movement and transforming accessibility and connectivity to and around Stockport town centre (“**the wider TCAP proposals**”).
- 2.2 Scheme 601 is located on New Bridge Lane outside Units 1-3, which are let to various tenants including Crown Paints and Plumbase.
- 2.3 The works to deliver the Scheme include the widening of an existing shared use path to facilitate cyclist and pedestrian movements past an existing bus shelter, the relocation of signage to the new back of footway and the creation of a concrete edge, located at the back of the widened shared use path. The path will be widened into an area of private land which is currently grass. A general arrangement drawing showing the various elements of the Scheme is at Appendix 3 of the Statement of Reasons. The scheme does not require planning permission to be implemented.
- 2.4 Furthermore, the 601 scheme connects in with proposals being delivered as part of the ‘Series 600: Eastern Links’ package of measures, and, in particular, St Mary’s Way and Knightsbridge. The ‘Series 600: Eastern Links’ package of measures are aimed at greatly enhancing access to the town centre from the east for pedestrians and cyclists and at relieving the very congested links to the east of the town centre by transferring trips to sustainable modes.

## **3. SCHEME BENEFITS**

- 3.1 The wider TCAP proposals have been developed in order to bring forward a range of transport benefits, including:
  - 3.1.1 Significantly improving the connectivity and interaction of Stockport’s retail, commercial and residential quarters which are considered critical by the Council to the evolution of Stockport as a coherent, connected and successfully functioning town centre. Improved accessibility and legibility will significantly enhance the perception of key routes, increasing local use, and also at gateways into the town centre for visitors.
  - 3.1.2 Improving access and road safety for pedestrians and cyclists between the town centre and surrounding areas. A shift in traffic away from the town centre will create a safer environment for non-motorised users including pedestrians and cyclists travelling within this area. Furthermore, the implementation of dedicated cycling and pedestrian infrastructure (i.e. improved pedestrian and cycle routes/links/facilities), will foster improved traveller safety and wellbeing as more people utilise active modes (i.e. cycling, walking etc.) to access the town centre.
  - 3.1.3 The implementation of the 601 scheme will contribute towards the achievement and realisation of the last of the above-mentioned benefits, particularly the

improvement of access and road safety for pedestrians and cyclists between the town centre and surrounding areas.

3.2 Furthermore, it is considered that the following scheme specific benefits will be delivered:

3.2.1 The achievement of a minimum shared path width in line with prevailing design guide recommendations thereby reducing the likelihood of conflict between pedestrians and cyclists utilising the path in the location of the 601 scheme. This will also facilitate separation between the users of the shared path and passengers waiting at the existing bus shelter.

3.2.2 As a result of a mode switch from car to active modes (i.e. walking and cycling), there will be a benefit for those who continue to use the highway (i.e. a decongestion benefit), together with environmental benefits (i.e. carbon savings);

3.2.3 A contribution towards improved health benefits from increased physical activity (for those who switch from the car to active modes); and

3.2.4 A time saving to pedestrians and cyclists through the provision of a more user friendly and, as a consequence, a quicker route where the likelihood of conflict between pedestrians and cyclists is minimised.

3.2.5 When seen in context, the 601 scheme is the missing link in miles of cycle network and footway which stretches across the Borough. The 601 scheme is a crucial connector between a number of other TCAP works packages, all of which have improvements in local accessibility and the provision of enhanced pedestrian and cycle facilities as a key element.

3.2.6 Accordingly, the 601 scheme will result in a number of very significant public benefits, both in its own right, and as an integral part of the wider TCAP proposals, the success of which will be the sum of their parts.

#### **4. FUNDING & RESOURCE IMPLICATIONS**

4.1 Funding from the Department for Transport for the package of schemes comprising the totality of the wider TCAP proposals, which are costed at £73.212 million, was secured in March 2015 (see paragraph 4.3).

4.2 On 31 March 2014, Greater Manchester submitted 'A Plan for Growth and Reform in Greater Manchester' ("**the Plan**") to government as part of the Growth Deal process. Through this process, Local Enterprise Partnerships ("**LEP(s)**"), were invited to seek freedoms, flexibilities and influence over resources from government and to apply for a share of the Local Growth Fund in order to target their identified growth priorities. The Plan incorporated a bid for funding in the total sum of £304 million to enable all of the major scheme investment priorities of the Greater Manchester Local Transport Body to be delivered.

4.3 In July 2014, the Greater Manchester LEP was awarded £476.7 million from the Local Growth Fund for the period 2015-2021, followed by a further £56.6 million of funding in January 2015. Notwithstanding these awards of funding, the Department for Transport retained responsibility for the approval of a small

number of large and/or complex schemes – the wider TCAP proposals were one such scheme. However, the Department for Transport's grant funding letter dated 23 March 2015 confirmed the funding for the wider TCAP proposals – in the maximum sum of £73.212 million – and devolved full (final) approval of the proposals to the Greater Manchester Combined Authority ("**GMCA**").

- 4.4 Funding for the wider TCAP proposals, including the 601 scheme, has therefore been ring-fenced.
- 4.5 The wider TCAP proposals, of which there are in excess of 50 discrete works packages, are in the process of being delivered and will continue to be so up to and including 2020/21, with the construction programmes for the relevant works interfacing with a number of other key town centre projects. A considerable number of works packages have already been delivered – 21 schemes have been completed and a further 13 are under construction, leaving a minimum of a further 20 schemes which are yet to start on site.
- 4.6 On 31<sup>st</sup> March 2017, the GMCA approved the final business case for those projects falling within Phase 2A of the wider TCAP proposals – the 601 scheme was amongst the projects considered in the business case. Having previously obtained GMCA approval of the final business case for the Phase 1 and the approval of both Phase 2A and 2B TCAP schemes, the Council is now authorised to drawdown the Department for Transport's full £73.212 million funding allocation.
- 4.7 The drawdown of funding for the 601 scheme will be via a quarterly application process, whereby applications are made to the GMCA and payments are made to the Council on a costs incurred basis. In the circumstances, it is considered that there are no resource or funding impediments to the delivery of the 601 scheme – the requisite funding has been secured and is immediately available such that the compulsory acquisition proposed by the Order can be completed and the scheme implemented within a reasonable timeframe, and most certainly within the statutory period following the date on which the Order becomes operative.

## **5. IMPEDIMENTS TO DELIVERY**

- 5.1 Paragraph 15 of the CPO Guidance confirms that, in addition to demonstrating that there are no funding related impediments to the delivery of the scheme underpinning a compulsory purchase order (which is addressed in the preceding section of this report), an acquiring authority will also need to be able to show that the scheme is unlikely to be blocked by any physical or legal impediments to implementation.
- 5.2 Any need for planning permission or other consent or licence is amongst the examples given by the CPO Guidance as to what may constitute a legal impediment. As confirmed in paragraph 2.2, planning permission is not required for the 601 scheme. As regards physical impediments to scheme delivery, there are no programming or accommodation works related issues affecting implementation in this case.

## **6. NEGOTIATIONS UPDATE**

- 6.1 Paragraph 2 of the CPO Guidance contemplates that, whilst compulsory acquisition is intended as a measure of last resort to secure the assembly of all of the land required for the implementation of a scheme or project, it may often be sensible for the acquiring authority to initiate formal procedures and, in parallel, to continue to engage in meaningful negotiations with affected parties.
- 6.2 The Council is the freehold owner of part of the Order Land, specifically NLB1 – part of the New Bridge Lane Public Car Park. As regards the land parcels within the Order Land which are within third party ownership, we are negotiating to acquire the land within the freehold ownership of A D S Investments Limited (grassland and shrubs to light industrial Unit 2) and their tenant, Crown Paints Limited. However, an agreement remains to be reached with the freehold owners of Units 1 and 3 on the estate, Jill & Peter Callaghan and Catherine Marriott (Unit 1) and Leslie R Tipping Limited (Unit 3), together with their tenants. There are also a number of land parcels where the mines and minerals interests are in separate ownership. Despite diligent enquiries having been made, the beneficiaries of these interests are unknown.
- 6.3 It is considered that the Council has taken reasonable steps to acquire all of the land and interests included in the Order Land by agreement and, that where the ownership of any interests are unknown, the Council has undertaken sufficient investigation to identify the owner or beneficiary. However, in order to ensure certainty of the Council's ability to assemble the land required to implement the 601 scheme within a reasonable timeframe, and to deliver the significant public benefits which the scheme will give rise to, the Council considers that it must take the necessary steps to make the Order.
- 6.4 The making of the Order does not prevent ongoing engagement between the Council and those parties whose land and interests are included within the Order Land. Negotiations to acquire any remaining land and interests by agreement should and will continue.

## **7. HUMAN RIGHTS: DEMONSTRATING A COMPELLING CASE IN THE PUBLIC INTEREST**

- 7.1 Paragraph 12 of the CPO Guidance states that a compulsory purchase order should only be made where there is a compelling case in the public interest. Furthermore, the CPO Guidance directs acquiring authorities to give particular consideration to the rights protected under the European Convention on Human Rights ("**the Convention**") in order that they can be sure that the purposes for which a compulsory purchase order is made justify interfering with the human rights of those with an interest in the land affected.
- 7.2 The Human Rights Act 1998 incorporates the rights set out in the Convention into domestic British law – section 6 prohibits public authorities from acting in a way which is incompatible with the Convention and the rights it protects.
- 7.3 The following articles of the Convention are of particular relevance and are accordingly engaged in the process of making a compulsory purchase order:
- 7.4 Article 1 of the First Protocol provides as follows: "Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one should be

deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law. The preceding provisions shall not, however, in any way impair the right of a state to enforce such laws as it deems necessary to control the use of property in accordance with the general interest or to secure the payment of taxes or other contributions or penalties”.

- 7.5 Article 6 provides that in determining their civil rights and obligations everyone is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law.
- 7.6 Article 8 protects private and family life, home and correspondence. No public authority can interfere with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.
- 7.7 Each of the rights set out within the above-mentioned articles are qualified such that they may be interfered with provided such interference is prescribed by law, is pursuant to a legitimate aim, is necessary in a democratic society and is proportionate. Furthermore, within the context of Article 1 of the First Protocol, the European Court of Human Rights has recognised that regard must be had to the fair balance which is required to be struck between the competing interests of the individual and the community as a whole.
- 7.8 The Order Land does not comprise residential dwellings and therefore the making of the Order will not affect any private, residential interests. Accordingly, it is considered that Article 8 of the Convention is not engaged in this case.
- 7.9 As regards Article 1 of the First Protocol, consideration has been given to the individual rights of those affected by the Order and the wider public interest, together with the fair balance to be struck between these competing interests in the delivery of the 601 scheme. As set out in Section 3 of this report, the scheme will give rise to a number of very significant public benefits, both in its own right, and as an integral part of the wider TCAP proposals. Given these benefits and the imperative to secure their delivery, it is considered that the making and subsequent confirmation of the Order would be legitimate, proportionate and justified, such that the Order would not constitute an unlawful interference with the property rights of those affected.
- 7.10 Furthermore, the statutory procedures relating to the making of the Order, which include a right to object, for any objection to be considered by an independent inspector and, where necessary, to be heard through the public inquiry process, together with the right to pursue a legal challenge to a confirmed order, made under the Acquisition of Land Act 1981 and on the relevant statutory grounds, satisfy the requirements of Article 6. Affected persons are also entitled to claim compensation, proportionate to any losses incurred, where their interests within the Order Land have been acquired or where possession of their land has been disturbed as a consequence of the exercise of the Council's powers of compulsory acquisition.

7.11 In the absence of the Order, there is no certainty that the Council will be able to assemble the land and secure the rights required to implement the scheme, thereby jeopardising the delivery of the scheme itself and of the associated public benefits. Accordingly, it is considered that there is compelling case in the public interest for the compulsory acquisition of the Order Land and that, in making the Order, there would be no unlawful interference with the Convention rights set out above.

## **8. EQUALITY**

8.1 Paragraph 6 of the CPO Guidance states that: “All public sector acquiring authorities are bound by the Public Sector Equality Duty as set out in section 149 of the Equality Act 2010. In exercising their compulsory purchase and related powers (eg powers of entry) these acquiring authorities must have regard to the effect of any differential impacts on groups with protected interests.”

8.2 The Council therefore has a statutory duty under section 149 to have due regard to the need to:

8.2.1 eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;

8.2.2 advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and

8.2.3 foster good relations between persons who share a ‘relevant protected characteristic’ (age, disability, gender reassignment, pregnancy, maternity, race, religion or belief, sex and sexual orientation) and persons who do not share it.

8.3 The Council has undertaken an appraisal of distributional impacts for the wider TCAP proposals as a whole (dated January 2015). This appraisal was prepared alongside the Major Scheme Business Case – Final Report for the wider TCAP proposals (also dated January 2015) and was revisited in spring 2016 in order to review its application to those proposals and the role of distributional impact analysis in scheme development.

8.4 Distributional impacts relate to the extent to which there are differences in the way the effects of a particular intervention, measured by reference to certain key indicators, will affect different groups, particularly vulnerable groups, in society, including children, older people, people with a disability, Black and Minority Ethnic communities and others. The appraisal has shown that there will be no disproportionate impact on groups with protected characteristics.

8.5 In promoting the wider TCAP proposals and, latterly, in formulating the Order, full regard has been had to the Council’s statutory obligations under the Equality Act 2010 and, in particular, its duty under section 149.

## **9. RECOMMENDATIONS**

- 9.1 The Committee are recommended to comment on and note the report and the draft supporting documents

### **BACKGROUND PAPERS**

Draft CPO Front Sheet  
Draft Statement of Reasons  
Draft CPO Location Plan  
Draft CPO Map  
Draft CPO Schedules

Anyone wishing to inspect the above background papers or requiring further information should contact Sue Stevenson on Tel: 0161-474-4351 or by email on [sue.stevenson@stockport.gov.uk](mailto:sue.stevenson@stockport.gov.uk)



Dated.....2018

**THE METROPOLITAN BOROUGH OF STOCKPORT (TOWN CENTRE ACCESS PLAN)  
(EASTERN LINKS) (NEW BRIDGE LANE IMPROVEMENT) COMPULSORY PURCHASE  
ORDER 2018**

**THE METROPOLITAN BOROUGH OF STOCKPORT (TOWN CENTRE ACCESS PLAN)  
(EASTERN LINKS) (NEW BRIDGE LANE IMPROVEMENT) COMPULSORY PURCHASE  
ORDER 2018**

**The Highways Act 1980 and the Acquisition of Land Act 1981**

The Metropolitan Borough Council of Stockport (in this Order called “the acquiring authority”) makes the following Order –

1. Subject to the provisions of this Order, the acquiring authority is, under sections 239, 240 and 260 of the Highways Act 1980, and under section 2 of the Acquisition of Land Act 1981, hereby authorised to purchase compulsorily the land, in the Metropolitan Borough of Stockport, described in paragraph 2 of this Order for the purposes of –
  - a) the improvement of New Bridge Lane, on its northern side, from a point 22 metres east of its junction with Millgate, eastwards for a distance of 83 metres; and
  - b) use by the acquiring authority in connection with the improvement of the highway mentioned above.
2. The land authorised to be purchased compulsorily under this Order is the land described in the Schedule and delineated and shown edged red and tinted pink on a map prepared in duplicate, sealed with the common seal of the acquiring authority and marked “Map referred to in The Metropolitan Borough of Stockport (Town Centre Access Plan) (Eastern Links) (New Bridge Lane Improvement) Compulsory Purchase Order 2018”.
3. In relation to the purchase authorised by this Order, Parts II and III of Schedule 2 to the Acquisition of Land Act 1981 are hereby incorporated with this Order subject to the modifications that –
  - a) references in the said Parts II and III to the undertaking shall be construed as references to the land authorised to be purchased and to any buildings or works constructed or to be constructed on it; and
  - b) the prescribed distance in relation to any seam of minerals lying under land adjoining the works to be constructed upon the land described in the Schedule to this Order, shall be such lateral distance from every side of those works, as is equal at every point along those works to one half of the depth of the seam below the natural surface of the ground at that point, or forty yards, whichever is the greater.

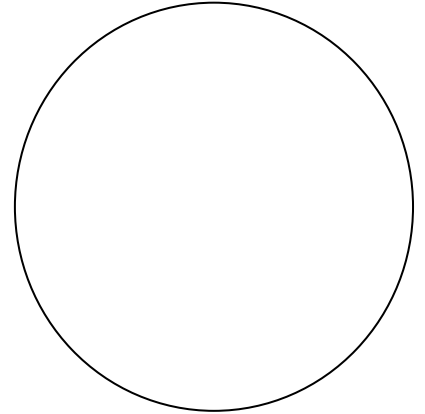
The **COMMON SEAL** of  
**THE METROPOLITAN BOROUGH COUNCIL OF STOCKPORT**

was hereunto affixed this .....day of ..... 2018

in the presence of:-

.....  
**The Mayor**

.....  
**Authorised Signatory**



**The Metropolitan Borough of Stockport  
(Town Centre Access Plan)  
(Eastern Links) (New Bridge Lane Improvement)  
Compulsory Purchase Order 2017**

**STATEMENT OF REASONS**

**Stockport Metropolitan Borough Council  
Town Hall  
Edward Street  
Stockport  
SK1 3XE**

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## 1 INTRODUCTION

### The Order

- 1.1 On **[19 December 2017]**, Stockport Metropolitan Borough Council (“**the Council**”), the local highway authority, resolved to make “The Metropolitan Borough of Stockport (Town Centre Access Plan) (Eastern Links) (New Bridge Lane Improvement) Compulsory Purchase Order 2017 (“**the Order**”).
- 1.2 The Order has been made under sections 239, 240 and 260 of the Highways Act 1980 as the Council considers that there is a compelling case in the public interest to assemble land for the following purposes:
  - 1.2.1 The improvement of New Bridge Lane, on its northern side, from a point 22 metres east of its junction with Millgate, eastwards for a distance of 83 metres; and
  - 1.2.2 Use by the Council in connection with the improvement of the highway mentioned above.
- 1.3 The land proposed to be compulsorily acquired pursuant to the Order (which shall be referred to hereinafter as “**the Order Land**”) comprises scrubland, grassland and shrubs to the front of three light industrial units located on the north side of New Bridge Lane, as well as part of the access road to the entrance and car park serving the said light industrial units, including part of the western and eastern footway to the access road, further details of which are contained in **Section 3** below.
- 1.4 The schedule to the Order (“**the Order Schedule**”) lists owners, lessees, tenants and occupiers of the Order Land. In addition, it also lists other parties with a qualifying interest in the Order Land as defined by section 12(2A) of the Acquisition of Land Act 1981, including those with the benefit of rights within the Order Land or restrictive covenants that burden the Order Land. The Order Schedule is based on information gathered through a desk top exercise, consisting of index map searches and a review of title information held by the Land Registry, supplemented by site visits to the Order Land and formal requisitions for information issued by the Council pursuant to section 16 of the Local Government (Miscellaneous Provisions) Act 1976. Despite extensive and diligent enquiries having been made, there are a number of instances where the ownership of interests in the Order Land is unknown.
- 1.5 The extent of the Order Land is shown on the map to the Order (“**the Order Map**”), a copy of which is at **Appendix 1**. The land proposed to be acquired is shown edged red and shaded pink. Individual plot boundaries and numbers on the Order Map correspond with the plot descriptions referred to in the Order Schedule.

- 1.6 The Order has been submitted to the Secretary of State for Transport for confirmation pursuant to the Acquisition of Land Act 1981. If confirmed by the Secretary of State, the Order will enable the Council to acquire compulsorily the land included in the Order.
- 1.7 This Statement of Reasons has been prepared pursuant to and in accordance with the “Guidance on Compulsory purchase process and The Crichel Down Rules for the disposal of surplus land acquired by, or under threat of, compulsion” issued by the Department for Communities and Local Government on 29 October 2015 (“**the CPO Guidance**”) and Local Authority Circular 2/97 issued by the Department of Transport (“**the Circular**”).

#### The Stockport Town Centre Access Plan

- 1.8 The works referred to in paragraph 1.2 form part of a highway improvement scheme known as Scheme 601: New Bridge Lane West – Millgate to Stanley Street (“**the Scheme**”). In turn, the Scheme is an integral element of an extensive package of highway works packages known as the “Stockport Town Centre Access Plan” (referred to hereinafter as “**the TCAP**”), being undertaken by the Council in Stockport town centre. The aim of this multi-modal, £73.212 million, plan is to tackle congestion and barriers to movement within and around the town centre, including the provision of new and improved pedestrian and cycle routes between the town centre and surrounding areas, in order to support and enhance the local economy, provide access to jobs, improve community wellbeing and create a vibrant town centre environment.
- 1.9 The wider TCAP proposals, of which there are in excess of 50 schemes, are programmed to be delivered between 2015 and 2020, with the construction programmes for those schemes interfacing with a number of other key town centre projects. Considerable work has been undertaken already to progress the wider TCAP proposals – 20 schemes have been completed and a further 14 are under construction, which leaves a minimum of a further 20 schemes still to be commenced.
- 1.10 The Order is required to guarantee the extent of the land acquisition required to deliver the Scheme and its associated benefits, both in its own right and as a central part of the wider TCAP proposals.

## **2 INCORPORATION OF THE MINING CODE INTO THE ORDER**

- 2.1 The Order incorporates the mining code, also known as the minerals code, contained in Schedule 2 of the Acquisition of Land Act 1981 and applied by section 3 of that Act. Paragraphs 159 and 160 of the CPO Guidance state that the code should not be incorporated automatically or indiscriminately, as this may lead to the sterilisation of minerals, including coal reserves.



- 2.2 Acquiring authorities are asked to consider the matter carefully before including the code having regard to the existence of statutory rights of compensation or whether repair might provide an adequate remedy in the event of damage to land, buildings or works occasioned by mining subsidence.
- 2.3 If the code is not applied by an order, mines and minerals within the land, the subject of the order, will be acquired by the acquiring authority upon the exercise of the authority's powers of compulsory acquisition. Incorporation of the code within an order, thereby engaging Parts II and III of Schedule 2 to the Acquisition of Land Act 1981, provides for the purchase of the surface land, the subject of the order, without the underlying minerals, avoiding sterilisation of the minerals whilst providing a degree of protection for the acquiring authority and the development to be taken forward. In this case, the authority can take steps to prevent the working of minerals within a specified distance of the surface, provided compensation is paid.
- 2.4 The Council has had regard to the advice contained in the CPO Guidance in preparing the Order and considers that in the circumstances of this case, where compensation and repair of damage would not be adequate in view of the public use and nature of the Scheme, together with the potential traffic implications and disruption that might occur if the mines and minerals within the Order Land were to be worked and such damage were to occur, it is appropriate to incorporate the mining code.

### **3 THE ORDER LAND**

#### Description: Topography, Use and Ownership

- 3.1 The Order Land and, in particular New Bridge Lane, is situated on the eastern edge of Stockport Town Centre, immediately to the south of the River Goyt. New Bridge Lane is a main vehicular, cycle and pedestrian link to the eastern parts of the Borough. A location plan showing the position of the Order Land in relation to Stockport town centre is at **Appendix 2**.
- 3.2 The Order Land comprises, in the main, a strip of grass verge and shrubs located within the boundary of an industrial estate on the north side of New Bridge Lane, before its junction with Millgate (to the west). The Order Land is owned under 3 separate freehold interests registered to Leslie R Tipping Limited, A D S Investments Limited, and Jill & Peter Callaghan and Catherine Marriott, which, in turn, are themselves subject to a number of leases. The Order Land does not form part of the operational part of the estate which comprises 3 light industrial units and a private surface car park.
- 3.3 The Order Land also comprises a small area of scrubland to the south east of New Bridge Lane Public Car Park, together with part of the access road (and adjoining footway) to the entrance to the industrial estate and car park.

- 3.4 The Order Land measures 236 sq. m. (0.0236 hectares). The Council is seeking authority to acquire all interests in the Order Land unless expressly stated otherwise in the Order Schedule.

#### Negotiations with Affected Parties

- 3.5 Paragraph 2 of the CPO Guidance contemplates that, whilst compulsory acquisition is intended as a measure of last resort to secure the assembly of all of the land required for the implementation of a scheme or project, it may often be sensible for the acquiring authority to initiate formal procedures and, in parallel, to continue to engage in meaningful negotiations with affected parties.
- 3.6 The Council is the freehold owner of part of the Order Land, specifically NBL/1 – the small area of scrubland to the south east of New Bridge Lane Public Car Park. As regards the land parcels within the Order Land which are within third party ownership, there is an agreement in place to acquire the land within the freehold ownership of A D S Investments Limited (grassland and shrubs to light industrial Unit 2 [NBL/3]). Their tenant, Crown Paints Limited, is content to surrender the leasehold land required to deliver the Scheme. However, an agreement remains to be reached with the freehold owners of Units 1 and 3 on the estate, Jill & Peter Callaghan and Catherine Marriott (Unit 1 [NBL/4, 5 and 6]) and Leslie R Tipping Limited (Unit 3 [NBL/2]), together with their tenants. There are also a number of land parcels where the mines and minerals interests are in separate ownership. Despite diligent enquiries having been made, the beneficiaries of these interests are unknown.
- 3.7 It is considered that the Council has taken reasonable steps to acquire all of the land and interests included in the Order Land by agreement and, that where the ownership of any interests are unknown, the Council has undertaken sufficient investigation to identify the owner or beneficiary. However, in order to ensure certainty of the Council's ability to assemble the land required to implement the Scheme within a reasonable timeframe, and to deliver the significant public benefits which the scheme will give rise to, the Council considers that it must take the necessary steps to make the Order.
- 3.8 The making of the Order does not prevent ongoing engagement between the Council and those parties whose land and interests are included within the Order Land. Negotiations to acquire any remaining land and interests by agreement can and will continue.

#### Land burdened by Restrictive Covenants and Third Party Rights

- 3.9 The Order has been made under section 260 of the Highways Act 1980 to ensure that where such land acquired by agreement is burdened by restrictive covenants or other third party rights, those residual interests are capable of being overridden, in which case the person entitled to the benefit of the covenant and/or right has a right to claim compensation.

## 4 THE SCHEME

- 4.1 The works to deliver the Scheme include the widening of an existing shared use path to facilitate cyclist and pedestrian movements past an existing bus shelter, the relocation of signage to the new back of footway, and the creation of a concrete edge, located at the back of the widened shared use path. A general arrangement drawing showing the works comprised in the Scheme is at **Appendix 3**.
- 4.2 The acquisition of the Order Land is needed so that the works can be carried out and completed. The Order Land comprises the minimum land take required to implement the Scheme.
- 4.3 The Scheme forms part of a larger package of works comprising an off carriageway cycle route on Corporation Street and New Bridge Lane between Warren Street and St Mary's Way, including widened footways to provide segregated and shared cycle facilities, a Toucan pedestrian crossing near Millgate, an upgraded uncontrolled crossing at Millgate roundabout, drop crossings at access points, tactile paving, signage and markings. [A landscaping scheme is also proposed to the frontage of New Bridge Lane Public Car Park].
- 4.4 Furthermore, the Scheme connects in with proposals being delivered as part of the 'Series 600: Eastern Links' package of measures, and, in particular, St Mary's Way and Knightsbridge. This package of measures is aimed at greatly enhancing access to the town centre from the east for pedestrians and cyclists and at relieving the very congested links to the east of the town centre by transferring trips from the car to sustainable modes.
- 4.5 More broadly, the Scheme is functionally linked to a number of other TCAP works packages, namely:
- 4.5.1 The St Mary's Way works package (TCAP schemes 101-104) which is intended to improve capacity on the route from the M60 junction 27 (Portwood) to the A6, whilst at the same time improving local accessibility and providing enhanced pedestrian and cycle facilities along and across the said route. It includes the widening of St Mary's Way between Portwood Roundabout and Hempshaw Lane, including the provision of additional traffic lanes, amended signal junctions, a widening of the bridge over the River Goyt, pedestrian crossing facilities and a cycle track. A crossing point across St Mary's Way at New Bridge Lane is also proposed as part of the St Mary's works package. This crossing point will link into the shared use path to be delivered as part of the Scheme;
- 4.5.2 The Scheme also links into TCAP scheme 602: New Bridge Lane (St Mary's Way to Vernon Park) which provides an off carriageway cycle facility as far as the junction of

New Bridge Lane with New Zealand Road; and

- 4.5.3 The Knightsbridge scheme (TCAP scheme 402: Knightsbridge and Great Portwood Street) forms part of a package of works intended to support the retail core of the town centre by providing access to new development sites, improving the pedestrian environment and public realm, providing for east-west public transport, and greatly enhancing access to town centre car parks. Scheme 402 provides an improved signal junction including full pedestrian facilities [where?], Toucan crossings on Warren Street and Knightsbridge and an off carriageway cycle facility to link with that on Corporation Street to the Howard Street Bridge, which, in turn, links via TCAP scheme 902 (Penny Lane – Town Centre Links) to the Trans-Pennine Trail.
- 4.6 As well as being an integral part of the ‘Eastern Links’ series of works packages and a link between the above-mentioned TCAP schemes, which are themselves critical elements of the wider TCAP proposals, the Scheme will complement proposals being delivered across the city centre as part of the Cycle City Ambition Grant (“CCAG”). The CCAG, which is helping to deliver the Velocity 2025 programme<sup>1</sup>, has funded the provision of a range of cycling infrastructure across the city centre including a cycle route along Manchester Road from Mill Lane to the Mersey Bridge, improvements to the Trans Pennine Trail along the Mersey, and a cycle route along Chestergate in the town centre. These works have been undertaken by the Council and were completed in 2016.
- 4.7 [A plan showing the location of the Scheme in context with the other TCAP works packages referred to in this section, as well as the town centre, is at Appendix 4].

## 5 NEED FOR THE ORDER AND THE DELIVERY OF THE SCHEME

### Stockport: the town centre and the Council’s ambitions

- 5.1 Stockport is a large town in Greater Manchester, located 7 miles south-east of Manchester city centre. The town is the largest settlement in the Metropolitan Borough of the same name, which also comprises the outlying areas of Cheadle, Cheadle Hulme, Marple, Bredbury, Reddish, Woodley and Romiley.
- 5.2 From the 17th century, Stockport became a centre for the hat making industry and later the silk industry. It expanded rapidly during the industrial revolution, helped particularly by the growth of the cotton manufacturing industries. However, the area was not immune from the post-industrial decline and by the 1980s it was suffering from high levels of unemployment and low economic productivity.

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<sup>1</sup> This is a Greater Manchester wide programme which will see between £150 and £200 million invested on a range of cycling infrastructure and interventions.

- 5.3 Stockport is currently home to a population of in the order of 285,000 people. In excess of 60% of Stockport's residents are of working age. Many work within the Borough boundary, however, a significant number commute to Manchester, Cheshire East and Trafford. In addition, 40% of all workers in Stockport commute from outside the Borough – predominantly from Manchester, Cheshire East, Tameside and High Peak. This means that Stockport needs good transport connections both across the Borough itself but also across the rest of the Greater Manchester and Cheshire areas.
- 5.4 Stockport's connectivity to international, national and local transport networks is a major asset for the town centre area. Manchester Airport is situated 15 minutes' drive from the town centre and the West Coast Main Line provides direct train routes to London and Birmingham, as well as to Manchester. By road, Stockport's position on the M60 motorway and the A6 Wellington Road North provides access by car, bus, coaches and HGV. The Trans-Pennine Trail also goes through the town centre, providing a traffic-free route for pedestrians and cyclists. The Council is focused upon maximising the benefits arising from these important strategic links.
- 5.5 Stockport town centre is defined by its topography and the Grade II\* Stockport Railway Viaduct which spans the River Mersey valley. Two junctions of the M60 motorway are located on either side of the town centre. This produces complicated movement patterns in the area which are compounded by the severance caused by the West Coast Main Line and the river. Linkages north to south are restricted in part due to topography and the M60 motorway, whilst east to west linkages are restricted by the railway line and vehicle routes, particularly the A6 – this vehicular corridor acts as a significant barrier due to congestion, high levels of traffic flow and poor pedestrian crossing facilities at key locations. As a result, the town centre can be difficult to navigate, by car and cycle and on foot, and many routes do not offer a pleasant urban experience.
- 5.6 In 2000, 'Gateway to the Future – Regeneration Plan for the Town Centre and M60 Gateway', a 20 year strategy for the regeneration of Stockport town centre, was launched by the Council. The Strategy's aim was *"To develop an attractive, vibrant and dynamic town centre for the benefit of all users, now and in the future"*. The Strategy sought to create and maintain an area with a balance of mixed activity to enable *"mutual benefit and long-term viability, providing a Town Centre that would leave a positive and lasting impression on its residents and visitors"*. The themes of accessibility, attraction and amenity served as a footprint for the plan for urban change.
- 5.7 Stockport town centre was identified in the concluding report of the Greater Manchester Town Centre Project (approved by the Greater Manchester Combined Authority in March 2013) – aimed at developing innovative, realistic and investable propositions for addressing the

challenges and opportunities facing Greater Manchester's eight principal town centres<sup>2</sup> – as the town centre which should be the focus for in-town office and commercial development for the south of the conurbation. Whilst the report noted the Council's proactive strategy for achieving change, one of the town centre's key issues was noted as being accessibility, particularly linkages across the A6 Wellington Road North, to the office quarter.

- 5.8 Despite establishing itself as a key player in the Manchester City Region, Stockport town centre is perceived to suffer from a weak profile and a poor 'brand' image, which undersells its assets to businesses and potential investors. Like most traditional regional town centres, restructuring is necessary to ensure that the town centre's current offering matches user requirements and expectations. This includes the provision of high quality office accommodation, together with an improved retail, hospitality and leisure offer. Related to this, accessibility to the town centre is vital, building on the already strong strategic links summarised above (see paragraph 5.4).
- 5.9 The Council is keen for Stockport to play its part in delivering the ambitions of the Northern Powerhouse – the manifestation of the government's ambition to bring together the great cities, towns and rural communities of the North of England and Wales to become a powerhouse for the UK economy. According to the government, building a Northern Powerhouse is about boosting the local economy by investing in skills, innovation, transport and culture, as well as devolving significant powers and budgets to directly elected mayors to ensure decisions in the North are made by the North.
- 5.10 Stockport has a key role to play in the delivery of the expansive growth ambitions of the Northern Powerhouse. If Stockport is not in a position to exploit this opportunity, it will be left behind the other Greater Manchester authorities, with businesses, employees and residents choosing to invest, work and live elsewhere. Delivering an improved town centre is critical to the achievement of Stockport's ambitions.

Stockport: steps already taken by the Council to deliver an improved town centre

- 5.11 The Stockport Town Centre Development Prospectus was approved by the Council in 2011 and later updated in July 2014 ("**the Prospectus**"). The Prospectus sets out a broad vision for the town centre, together with a number of priority projects where the Council has identified major opportunities for new investment. Significant progress has been made towards the delivery of a number of these projects, including:

- 5.11.1 **Stockport Exchange:** a key strategic employment site linking Stockport rail station with the rest of the town centre. Phase 1, a £22 million 1,000 space multi-story car

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<sup>2</sup> Altrincham, Ashton, Bolton, Bury, Oldham, Rochdale, Stockport and Wigan.

park and dedicated cycle centre, as well as highway and pedestrian improvements was completed in February 2014. Phase 2, a redevelopment comprising new office space (50,000 sq. ft.) with retail on the ground floor, a 115-bed Holiday Inn Express comprising retail and leisure facilities, and public realm linking the rail station and new office development, completed in late 2016. The final phases of development will include a further three office buildings, extension of the open space and further improved accessibility for pedestrians by 2020.

- 5.11.2 **Stockport Interchange:** replacing the current interchange with a new, enhanced facility aimed at supporting interchange between bus and rail in order to make it easier to travel to, from and within Stockport. Despite being a central hub within the town's transport networks, the current bus station is unattractive in terms of its physical appearance and facilities, whilst existing connectivity between the bus and rail station is poor due to distance, level difference and indirect links.

The interchange scheme, a joint initiative between Transport for Greater Manchester and the Council, is being developed in two distinct works packages:

Firstly, a new road-bridge over the River Mersey connecting Astley Street with Chestergate and the existing bus station site. The new bridge will open up access to the bus station site from Heaton Lane and provide an alternative route for traffic accessing the town centre via Heaton Lane. This in turn will enable the closure of Heaton Lane to general traffic (except for access) and allow pedestrianisation of Mersey Square to the east of the A6 Wellington Road North. Planning permission for the new bridge was obtained in September 2016 and construction is due to commence shortly.

Secondly, redevelopment of the existing bus station site to provide a new interchange facility with a central concourse, modern waiting areas, improved security and easier access to travel information and tickets. The costs of constructing the new interchange and improvements to the rail station link, which will complement the improvements being made as part of the wider TCAP proposals, are an estimated £37 million.

- 5.11.3 **Stockport Station:** consisting of the preparation of a new masterplan to address wider development issues around the rail station, together with a new Rail Strategy for Stockport setting out a new vision for light and heavy rail across the Borough in preparation for the arrival of HS2 and so that the rail station can become an outward facing and integral component of Stockport Exchange.

The recently completed masterplan provides a framework for future development of



the rail station itself and its surrounding areas what will build upon and strengthen the Council's wider ambitions embodied within its Investing in Growth programme. The masterplan assumes the potential for up to 1,500 dwellings, the development of the rail station and delivery of Stockport Interchange, 62,300 sq. m. of non-residential floorspace (office, creative/workshop/enterprise space, retail space and manufacturing space) and a new predominantly residential mixed-use quarter to the west of the rail station and the concentration of development around transport hubs.

- 5.11.4 **Market Place and Underbanks:** putting the focus on community led creative industries and the specialist retail sector, the regeneration of Stockport Market to create an independent, niche retail and creative business hub. In January 2017, the Council and Stockport Heritage Trust were successful in their Stage 1 bid for £1.8 million of Townscape Heritage funding for the Underbanks from the national Heritage Lottery Fund. Due to start in 2018, this five year programme is aimed at investing in the area's unique heritage assets, bringing life back to the area by encouraging businesses to invest and people to visit. Crucial to this vision is ensuring quality public realm and highway surfaces that enhance the pedestrianised area;
- 5.11.5 **Redrock Stockport:** a £45 million leisure development on the site of the former Bridgefield Street car park off Great Edgerton Street comprising a 10-screen multiplex cinema (pre-let to The Light Cinema), retail and food & drink outlets (with an area of over 38,000 sq. ft.) and a new 340 space multi-storey car park. The development received planning approval in January 2015, and is underway.
- 5.11.6 **Merseyway:** being the principal shopping destination within the town centre, Merseyway has been the focus of a multi-faceted 2.5 million investment programme aimed at improving the retail offer, car parks and public realm and the creation of strong linkages with the Redrock leisure scheme and the Market Place and Underbanks. The centre, which was purchased by the Council in April 2016, houses the town centre's major retail offer comprising over 330,000 sq. ft. of retail space, let to over 90 tenants.
- 5.11.7 **Aurora Stockport:** a 14 acre development site in Cheadle Heath located near to junction 1 of the M60, the development of which will provide up to 145,000 sq. ft. of light industrial and employment space, creating over 240 jobs and transforming a former housing area into a key employment site. Planning permission was granted in January 2016 and subsequently implemented, with the first units being available for use this year and under offer. The development has benefited from the first phase of the wider TCAP proposals which have already been delivered (see paragraph 1.9).
- 5.11.8 **Hopes Carr/Covent Garden Village:** providing new residential development as part

of an urban village to the immediate south of the town centre. This multi-phased project (representing in the order of £33 million of public/private investment) will deliver a total of 200 new households, with c. 80 homes having already been constructed and occupied.

- 5.12 The Prospectus identified a number access issues that could constrain the growth and development of the town centre, as envisaged above, if not addressed.

#### Stockport Town Centre Access Plan

- 5.13 The wider TCAP proposals, also highlighted as a priority project by the Prospectus, have been developed in order to bring forward a range of transport benefits, including:

- 5.13.1 Improving access to key regeneration and development sites in the town centre (see paragraphs 5.11.1 – 5.11.8).

The wider TCAP proposals will significantly improve the connectivity and interaction of Stockport's retail, commercial and residential quarters which are considered critical by the Council to the evolution of Stockport as a coherent, connected and successfully functioning town centre. Improved accessibility and legibility will significantly enhance the perception of key routes, increasing local use, and also at gateways into the town centre for visitors.

- 5.13.2 Reducing the volume of traffic on the A6 Wellington Road North through the town centre, with improved accessibility to town centre destinations.

There is a concentration of traffic on the roads in and around the town centre, with particular problems experienced along the A6 Wellington Road North during peak periods and on the M60 motorway itself. The overall package of measures which make up the TCAP aims to tackle congestion and to redistribute vehicles away from the most heavily trafficked parts of the highway network. Strategic traffic movements accessing/egressing the M60 motorway are encouraged to divert to routes on the perimeter of the town centre, thus enhancing the efficiency of the network into the town centre for those who require access to this destination.

- 5.13.3 Improving linkages between the town centre and its bus and train stations.

Interchange between different modes of transport is currently challenging, caused by deficiencies in the physical infrastructure in the town centre. In particular, the bus and train stations are separated from each other and from the town centre, and by the

A6 Wellington Road North. The severance effect of the A6 also makes it difficult for pedestrians to walk between the train station and the main retail core.

5.13.4 Lessening the impact of the A6 Wellington Road North as a barrier between the east and west of the town centre for pedestrians, and similarly, the M60 motorway as a barrier between the north and south of the town centre for pedestrians and cyclists. East to west connections are restricted by vehicle routes, especially the A6, which is heavily trafficked, and the West Coast Main Line. The linkages north to south across the town centre are also restricted in part due to topography and, in particular, the change in levels in the area, and in part due to the fact that the centre is bisected by the M60 motorway. As a result, the town centre can be difficult to navigate by car and cycle and on foot.

5.13.5 Providing a more resilient highway network better able to respond to incidents and accidents in general (i.e. by increased network capacity and a new link road between the A6 Wellington Road North and the A5145 Travis Brow), and to reduce the risk of rail bridge strikes on George's Road in particular.

Between 4 and 8 bridge strikes occur on an annual basis. Each time this happens, it leads to major disruption on both the highway network and the West Coast Main Line – the A6 blocks and the West Coast Main Line has to be closed while Network Rail bridge inspectors check the bridge for damage.

5.13.6 Improving access and road safety for pedestrians and cyclists between the town centre and surrounding areas.

A shift in traffic away from the town centre will create a safer environment for non-motorised users including pedestrians and cyclists travelling within this area. Furthermore, the implementation of dedicated cycling and pedestrian infrastructure (i.e. improved pedestrian and cycle routes/links/facilities), will foster improved traveller safety and wellbeing as more people utilise active modes (i.e. cycling, walking etc.) to access the town centre.

5.14 The implementation of the Scheme will contribute towards the achievement and realisation of the last of the above-mentioned benefits, particularly the improvement of access and road safety for pedestrians and cyclists between the town centre and surrounding areas by reducing pedestrian/cyclist and vehicle conflict.

5.15 Furthermore, it is considered that the Scheme will deliver the following benefits:

5.15.1 As a result of a mode switch from car to active modes, there will be a benefit for those

who continue to use the highway (i.e. decongestion benefit), together with environmental benefits (i.e. carbon savings);

5.15.2 Improved health benefits (for those who switch from car to active modes) from increased physical activity (i.e. cycling or walking); and

5.15.3 A time saving to pedestrians and cyclists through the provision of quicker and shorter routes.

5.16 Accordingly, the Scheme will result in a number of very significant public benefits, both in its own right, and as an integral part of the wider TCAP proposals, the success of which will be the sum of their parts.

## **6 JUSTIFICATION FOR THE USE OF COMPULSORY PURCHASE POWERS**

6.1 Account has been taken by the Council of paragraphs 12-14 of the CPO Guidance which set out the fundamental principles that a confirming minister should consider when deciding whether or not to confirm a compulsory purchase order.

### Intended use of the Order Land and the consideration of Alternatives

6.2 Paragraph 13 of the CPO Guidance confirms that whilst a confirming minister will not require a particular degree of justification for any specific order:

*“If an acquiring authority does not have a clear idea of how it intends to use the land which it is proposing to acquire; and cannot show that all the necessary resources are likely to be available to achieve that end within a reasonable time-scale, it will be difficult to show conclusively that the compulsory acquisition of the land included in the order is justified in the public interest, at any rate at the time of its making”.*

6.3 The Council has a very clear idea of how it intends to use the Order Land, the detail of which is set out in Section 4. Further, and as demonstrated below, the necessary resources (and consents) are in place to enable the Scheme to be delivered within a reasonable timeframe.

6.4 As regards the consideration of alternatives, a ‘do-nothing’ option is not considered a viable proposition if the Council’s growth ambitions for the town centre are to be realised.

6.5 In 2007, a business case was submitted for a town centre accessibility package not dissimilar to the wider TCAP proposals, as an integral part of the Congestion Transport Innovation Fund Bid submitted by Greater Manchester Passenger Transport Executive. During 2009, Transport for Greater Manchester undertook a programme of work to prioritise major transport

investment proposals in Greater Manchester. The aim of this process was to rank schemes which should be delivered first when funds became available. The business case that supported the Stockport town centre accessibility improvements, which by this time was being identified as a priority scheme, included consideration of a number of low cost alternative options.

- 6.6 In the absence of funding, the Council sought to bring forward a phased approach, with an initial focus on the A6 Wellington Road North corridor. In September 2010, the Council commissioned a study to identify improvements to the A6. In particular, a low cost option was sought to remove non-essential traffic (except public transport, taxis and cyclists) from the A6 within the town centre, whilst still allowing local access traffic. In addition, the capacity of the intermediate section of the A6 was reduced to a single lane running in each direction (with bus priority). The initial modelling undertaken did demonstrate a substantial decrease in traffic volumes along the length of the A6 through the town centre. However, the A6 restrictions displaced 'through traffic' and significantly adversely affected accessibility to the town centre.
- 6.7 Two alternative low cost options were then modelled which, in addition to reducing traffic volumes on the A6 Wellington Road North, prevented certain key 'hot spots' on the highway network from being used as through routes, and sought to dissuade localised re-routing through the town centre via the imposition of traffic management measures. Whilst the modelling demonstrated there were benefits to be gained from capacity improvements on the highway network, particularly on the eastern side of the town centre, they were outweighed by the disbenefits associated with displacing such a high proportion of traffic from the A6.
- 6.8 For the above-mentioned reasons a more comprehensive package of measures was revisited, along with a boarder scope to consider access to other key development sites in the town centre along with the emerging proposals for a new Stockport Interchange. A full and inclusive consultation with the public and key stakeholders from the Stockport and Greater Manchester areas, based on the wider TCAP proposals, followed, and the feedback obtained has informed scheme development.
- 6.9 Overall, it is concluded that there is no credible alternative which could deliver the comprehensive package of benefits associated with the wider TCAP proposals, in respect of which the Scheme is a critical part. A transformational transport investment plan, the success of which will be the sum of its parts, is needed to tackle the accessibility and connectivity challenges faced by the town centre and so as not to constrain the Council's ambitious development proposals for the area.

## Impediments to the Scheme

### **Resource and Funding Implications of the Scheme**

- 6.10 Funding from the Department for Transport for the package of schemes comprising the totality of the wider TCAP proposals, which are costed at £73.212 million, was secured in March 2015.
- 6.11 On 31 March 2014, Greater Manchester submitted 'A Plan for Growth and Reform in Greater Manchester' ("**the Plan**") to government as part of the Growth Deal process. Through this process, Local Enterprise Partnerships ("**LEP(s)**"), were invited to seek freedoms, flexibilities and influence over resources from government and to apply for a share of the Local Growth Fund in order to target their identified growth priorities. The Plan incorporated a bid for funding in the total sum of £304 million to enable all of the major scheme investment priorities of the Greater Manchester Local Transport Body to be delivered.
- 6.12 In July 2014, the Greater Manchester LEP was awarded £476.7 million from the Local Growth Fund for the period 2015-2021, followed by a further £56.6 million of funding in January 2015. Notwithstanding these awards of funding, the Department for Transport retained responsibility for the approval of a small number of large and/or complex schemes – the wider TCAP proposals were one such scheme. However, the Department for Transport's grant funding letter dated 23 March 2015 confirmed the funding for the wider TCAP proposals – in the maximum sum of £73.212 million – and devolved full (final) approval of the scheme to the GMCA.
- 6.13 Funding for the wider TCAP proposals, including the Scheme, has therefore been ring-fenced.
- 6.14 GMCA approval of the final business case for the Phase 1, Phase 2A and Phase 2B TCAP schemes (with a full approval delivery budget of approximately £39.823 million, £17.268 million and £16.120 million respectively) is in place, with the Scheme being considered as part of Phase 2A. Accordingly, the Council is now authorised to drawdown the Department for Transport's full £73.212 million funding allocation.
- 6.15 The drawdown of funding for the Scheme will be via a quarterly application process, whereby applications are made to the GMCA and payments are made to the Council on a costs incurred basis. In the circumstances, it is considered that there are no resource or funding impediments to the delivery of the Scheme – the requisite funding has been secured and is immediately available such that the compulsory acquisition proposed by the Order can be completed and the Scheme implemented within a reasonable timeframe, and most certainly within the statutory period following the date on which the Order becomes operative.

## Planning Permission and Scheme Delivery

- 6.16 Paragraph 15 of the CPO Guidance confirms that, in addition to demonstrating that there are no funding related impediments to the delivery of the scheme underpinning a compulsory purchase order, an acquiring authority will also need to be able to show that the scheme is unlikely to be blocked by any physical or legal impediments to implementation.
- 6.17 Any need for planning permission or other consent or licence is amongst the examples given by the CPO Guidance as to what may constitute a legal impediment. The works to deliver the Scheme will be undertaken in reliance upon the Council's permitted development rights (pursuant to Class A (development by highways authorities) of Part 9 (development relating to roads) of Schedule 2 to the Town and County Planning (General Permitted Development) (England) Order 2015 [SI 2015/596]). Accordingly, planning permission for the works is not required. Details of the Scheme's compliance with planning policy are set out in **Appendix 4**.
- 6.18 As regards physical impediments to scheme delivery, there are no programming or accommodation works related issues affecting implementation in this case. It is anticipated that a start on site could be made, assuming the Secretary of State for Transport is minded to confirm the Order, within 3 months (maximum) of the Order becoming operative. This is the minimum period required for acquisition of any remaining third party land and/or interests in the Order Land following confirmation of the Order.
- 6.19 The Scheme will be constructed by the Council's appointed contractor over a 4 week period, currently programmed for August/September 2018, during which the proposed works will be planned and co-ordinated so as to minimise disruption. Out of hours working will be employed where required in order to avoid peak times for traffic movements. Furthermore, the Council's Network Manager, who has been fully involved in the development of the construction programme for the Scheme, will work closely with the Council's appointed contractor to ensure that key milestones within the programme are met.

## Demonstrating a compelling case in the public interest

- 6.20 Paragraph 12 of the CPO Guidance states that a compulsory purchase order should only be made where there is a compelling case in the public interest. Furthermore, the CPO Guidance directs acquiring authorities to give particular consideration to the rights protected under the European Convention on Human Rights ("**the Convention**") in order that they can be sure that the purposes for which a compulsory purchase order is made justify interfering with the human rights of those with an interest in the land affected.
- 6.21 The Human Rights Act 1998 incorporates the rights set out in the Convention into domestic British law – section 6 prohibits public authorities from acting in a way which is incompatible



with the Convention and the rights it protects.

6.22 The following articles of the Convention are of particular relevance and are accordingly engaged in the process of making a compulsory purchase order:

6.22.1 Article 1 of the First Protocol provides as follows: *“Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one should be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law. The preceding provisions shall not, however, in any way impair the right of a state to enforce such laws as it deems necessary to control the use of property in accordance with the general interest or to secure the payment of taxes or other contributions or penalties”*.

6.22.2 Article 6 provides that in determining their civil rights and obligations everyone is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law.

6.22.3 Article 8 protects private and family life, home and correspondence. No public authority can interfere with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.

6.23 Each of the rights set out within the above-mentioned articles are qualified such that they may be interfered with provided such interference is prescribed by law, is pursuant to a legitimate aim, is necessary in a democratic society and is proportionate. Furthermore, within the context of Article 1 of the First Protocol, the European Court of Human Rights has recognised that regard must be had to the fair balance which is required to be struck between the competing interests of the individual and the community as a whole.

6.24 The Order Land does not comprise residential dwellings and therefore the making of the Order will not affect any private, residential interests. Accordingly, it is considered that Article 8 of the Convention is not engaged in this case.

6.25 As regards Article 1 of the First Protocol, consideration has been given to the individual rights of those affected by the Order and the wider public interest, together with the fair balance to be struck between these competing interests in the delivery of the Scheme. As set out in Section 5, the scheme will give rise to a number of very significant public benefits, both in its own right, and as an integral part of the wider TCAP proposals. Given these benefits and the imperative to secure their delivery, the Council considers that the making and subsequent

confirmation of the Order would be legitimate, proportionate and justified, such that the Order would not constitute an unlawful interference with the property rights of those affected.

6.26 Furthermore, the statutory procedures relating to the making of the Order, which include a right to object, for any objection to be considered by an independent inspector and, where necessary, to be heard through the public inquiry process, together with the right to pursue a legal challenge to a confirmed order, made under the Acquisition of Land Act 1981 and on the relevant statutory grounds, satisfy the requirements of Article 6. Affected persons are also entitled to claim compensation, proportionate to any losses incurred, where their interests within the Order Land have been acquired or where possession of their land has been disturbed as a consequence of the exercise of the Council's powers of compulsory acquisition.

6.27 In the absence of the Order, there is no certainty that the Council will be able to assemble the land required to implement the Scheme, thereby jeopardising the delivery of the scheme itself and of the associated public benefits. Accordingly, the Council considers there is a compelling case in the public interest for the compulsory acquisition of the Order Land and that, in making the Order, there would be no unlawful interference with the Convention rights set out above.

When should compulsory purchase powers be used?

6.28 Paragraph 2 of the CPO Guidance states that:

*"The confirming authority will expect the acquiring authority to demonstrate that they have taken reasonable steps to acquire all of the land and rights included in the Order by agreement. Where acquiring authorities decide to/arrange to acquire land by agreement, they will pay compensation as if it had been compulsorily purchased, unless the land was already on offer on the open market."*

*"Compulsory purchase is intended as a last resort to secure the assembly of all of the land needed for the implementation of projects".*

6.29 The Council has been looking to acquire the land and interests required to implement the Scheme for the previous two years. Whilst an agreement is in place with one of the third party landowners and its tenant, there are two remaining landowners (and a number of remaining leaseholders), whose landholding extends to 74.75% of the Order Land, and who are yet to agree terms.

6.30 The Council considers it has taken more than reasonable steps to acquire all of the land and interests in the Order Land by agreement, however, it is unlikely that those interests which

remain outstanding will be acquired within a reasonable timeframe. The Scheme cannot be delivered and its benefits realised unless all interests are acquired. Therefore, the Council is making this Order as a measure of last resort in order to assemble the land needed to implement the Scheme.

- 6.31 The Council will continue to seek to acquire the outstanding interests in the Order Land by agreement, wherever possible.

## **7 SPECIAL CONSIDERATIONS AFFECTING THE ORDER LAND**

### Historic Environment

- 7.1 No part of the Order Land falls within a Conservation Area and there are no listed buildings which will be affected by the Scheme.

### Special Category Land (Section 17, CPO Guidance)

- 7.2 No part of the Order Land is owned by a local authority other than the Council, held by the National Trust inalienably or which forms part of a common, open space or fuel or field garden allotment.

### Crown Land (Section 19, CPO Guidance)

- 7.3 No Crown land or Crown interests will be affected by the delivery of the Scheme.

## **8 EQUALITY**

- 8.1 Paragraph 6 of the CPO Guidance states that:

*“All public sector acquiring authorities are bound by the Public Sector Equality Duty as set out in section 149 of the Equality Act 2010. In exercising their compulsory purchase and related powers (eg powers of entry) these acquiring authorities must have regard to the effect of any differential impacts on groups with protected interests.”*

- 8.2 The Council therefore has a statutory duty under section 149 of the Equality Act 2010 to have due regard to the need to:

8.2.1 Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;

8.2.2 Advance equality of opportunity between persons who share a relevant protected

characteristic and persons who do not share it; and

8.2.3 Foster good relations between persons who share a 'relevant protected characteristic' (age, disability, gender reassignment, pregnancy, maternity, race, religion or belief, sex and sexual orientation) and persons who do not share it.

8.3 The Council has undertaken an appraisal of distributional impacts for the wider TCAP proposals as a whole (dated January 2015). This appraisal was prepared alongside the Major Scheme Business Case – Final Report for the wider TCAP proposals (also dated January 2015) and was revisited in spring 2016 in order to review its application to those proposals and the role of distributional impact analysis in scheme development.

8.4 Distributional impacts relate to the extent to which there are differences in the way the effects of a particular intervention, measured by reference to certain key indicators, will affect different groups, particularly vulnerable groups, in society, including children, older people, people with a disability, Black and Minority Ethnic communities and others. The appraisal has shown that there will be no disproportionate impact on groups with protected characteristics.

8.5 In promoting the wider TCAP proposals and, latterly, in formulating the Order, full regard has been had to the Council's statutory obligations under the Equality Act 2010 and, in particular, its duty under section 149.

## **9 EASEMENTS, RIGHTS ETC**

9.1 It is intended that a general vesting declaration(s) will be made by the Council in respect of the Order Land in the event that the Order is confirmed by the Secretary of State. It is also the intention of the Council that all easements, covenants, rights and other interests in the land included in any such general vesting declaration shall be acquired and/or overridden and compensation paid to those who formerly held the benefit of such easement, right etc.

9.2 Any mortgages or rent charges are to be dealt with in accordance with Sections 14 – 17 and Section 18 of the Compulsory Purchase Act 1965.

## **10 OTHER CONSENTS REQUIRED**

10.1 No other consents are required to be obtained in connection with the Order.

## **11 COMPULSORY PURCHASE (INQUIRIES PROCEDURE) RULES 2007**

11.1 This Statement is not intended to be a statement of case under Rule 7 of the Compulsory Purchase (Inquiries Procedure) Rules 2007 and the Council reserves the right to alter or expand it as necessary for the purpose of Rule 7.

## **12 INSPECTION OF DOCUMENTS**

- 12.1 A copy of the Order, the Order Schedule, the Order Map and other supporting documents (see Section 13) may be seen at the Council's offices at Fred Perry House reception, Edward Street, Stockport SK1 3UR (opening hours: 8.30am to 5.00pm Monday to Friday).

## **13 INQUIRY DOCUMENTS**

- 13.1 The following documents may be referred to or put in evidence in the event of an inquiry:
- 13.1.1 Executive Decision dated **19 December 2017** and Cabinet Report
  - 13.1.2 Gateway to the Future – Regeneration Plan for the Town Centre and M60 Gateway (2000)
  - 13.1.3 Greater Manchester Town Centre Project: Concluding Report (March 2013)
  - 13.1.4 Stockport Town Centre Development Prospectus (2011)
  - 13.1.5 Stockport Town Centre Development Prospectus (2014)
  - 13.1.6 A Plan for Growth and Reform in Greater Manchester (March 2014)
  - 13.1.7 Planning Permission dated 19 January 2017 (ref. DC/061985)
  - 13.1.8 Listed Building Consent dated 19 January 2017 (ref. DC/061986)
  - 13.1.9 Stockport Core Strategy Development Plan Document (March 2011) – relevant policy extracts
  - 13.1.10 Stockport Unitary Development Plan Review (May 2006) – relevant policy extracts
  - 13.1.11 National Planning Policy Framework (March 2012)
  - 13.1.12 Stronger Together: Greater Manchester Strategy 2013
  - 13.1.13 Greater Manchester's third Local Transport Plan 2011/12 – 2015/16
  - 13.1.14 South-East Manchester Multi-Modal Strategy (Final Report, September 2001)
  - 13.1.15 Stockport Town Centre Access Plan: Distributional Impacts Full Appraisal (January 2015)
  - 13.1.16 Guidance on Compulsory purchase process and The Crichel Down Rules for the disposal of surplus land acquired by, or under the threat of, compulsion (October 2015)
  - 13.1.17 Local Authority Circular (Department for Transport) 2/97
- 13.2 They may be inspected at the same venue and times as the Order, the Order Schedule and the Order Map (see paragraph 12.1).

## **14 CONCLUSION**

- 14.1 In conclusion, for the reasons set out in this Statement, the Council considers that there is a compelling case in the public interest for the compulsory acquisition of the interests referred to in the Order and the Order Schedule.

## APPENDIX 1 – ORDER MAP

## APPENDIX 2 – LOCATION PLAN



### **APPENDIX 3 – GENERAL ARRANGEMENT DRAWING: THE SCHEME**

**[APPENDIX 4 – CONTEXT PLAN]**

## APPENDIX 5 – PLANNING POLICY CONTEXT

### 1 NATIONAL PLANNING POLICY

#### National Planning Policy Framework

- 1.1 The National Planning Policy Framework (“**NPPF**”) highlights that the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country’s inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future. Furthermore, the NPPF (paragraph 19) states that: *“The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.”*
- 1.2 In order to help achieve economic growth, the NPPF (paragraph 20) highlights the need for Local Planning Authorities (“LPAs”) to plan proactively to meet the development needs of businesses and support an economy fit for the 21st Century. The need for planning policies to promote competitive town centre environments and ensure the vitality of town centres is enhanced is set out within the NPPF (paragraph 23). More specifically, this section of the NPPF sets out the need for LPAs to recognise town centres as the heart of their communities and pursue policies to support their viability and vitality.
- 1.3 The NPPF (paragraph 29) highlights the important role that transport policies play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The NPPF states that *“The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.”*
- 1.4 The important role that the planning system can play in facilitating social interaction and creating healthy, inclusive communities is emphasised within the NPPF. The NPPF (paragraph 69) highlights that planning decisions should aim to achieve places which promote:
- opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;

- safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

#### Greater Manchester Strategy 2013-2020, Stronger Together

- 1.5 The Greater Manchester Strategy (“**GMS**”) published in 2009 was a response to the Manchester Independent Economic Review. Prepared on behalf of the ten Greater Manchester local authorities, it formed the basis for the establishment of the Greater Manchester Combined Authority (“**GMCA**”) and the Local Enterprise Partnership (“**LEP**”). The Manchester Independent Economic Review concluded that Greater Manchester had the highest growth opportunity of any region outside London.
- 1.6 The GMS set an ambitious vision for 2020 in order to secure economic growth and to enable the city region to fulfil its economic potential, whilst ensuring that its residents were able to contribute to and share in that prosperity. The GMS formed the basis of a number of programmes aimed at delivering the growth, which included:
- 1.6.1 **Establishing the UK’s first Combined Authority** – the GMCA is made up of the ten Greater Manchester local authorities and Mayor, who work with other local services, businesses, communities and other partners to improve the city-region.
- 1.6.2 **Establishing the LEP** – the Greater Manchester LEP brings together the private and public sectors to support business growth, develop local skills and innovation, direct investment and reform public services. The LEP works in partnership with the GMCA and works through a range of delivery bodies.
- 1.6.3 **Agreement of the first City Deal** – the Greater Manchester City Deal, agreed in July 2012, is an agreement between government and the city of Manchester. It gives the city and its surrounding area certain powers and freedom to take charge of and responsibility for decisions that affect their area, i.e. to help businesses grow, create economic growth and decide how public money should be spent within the city and its surrounding area.
- 1.6.4 **Piloting new ways of delivering public services through Greater Manchester’s status as a Whole Place Community Budget Scheme** – Greater Manchester (“**GM**”) successfully bid to be chosen as a Whole Place Community Budget pilot area, one of four in operation. A project team of GM officers and government officials

has been set up to commission and manage the pilot. The community budget concept will allow the GM local authorities to work with all public services in their area in order to combine resources into a single locally coordinated pot with greater control of services for local people.

- 1.6.5 Establishing the **Greater Manchester Investment Framework for Growth**, including the **Greater Manchester Evergreen Fund** which is used to fund major development projects and a £1.5 billion **Greater Manchester Transport Fund**, the purpose of which is to assist viable projects to secure funds in order to support economic growth but which are not able to obtain financing from traditional sources.
- 1.6.6 Devolving responsibility for allocations of the **Regional Growth Fund**, created in June 2010, with the intention of promoting the private sector in those areas in England which most at risk from public sector cuts by providing financial support for private enterprises to leverage additional funding and create sustainable jobs.
- 1.6.7 The **Greater Manchester LEP's Growing Places Fund** – aimed at kick-starting 'stalled' developments which will foster business growth and create jobs.
- 1.7 The GMS was updated in 2013 and has the following as its vision: *"by 2020 the Manchester city region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener city region where all our residents are able to contribute to and benefit from sustained prosperity and enjoy a good quality of life."*
- 1.8 The transport aims identified in the GMS are to:
  - facilitate and support regeneration and economic growth/improve access to opportunities;
  - improve the quality of life, health and make travel safer and more secure across Greater Manchester; and
  - reduce transport emissions and make transport more resilient.
- 1.9 The GMS places connectivity and transport investment at the heart of its economic strategy, focusing investment on the city-region's strategic transport network to enhance local, national and international connectivity.
- 1.10 Furthermore, the GMS prioritises the following objectives and priority areas which the Stockport Town Centre Access Plan ("**TCAP**") is aimed at delivering:

Objective	Priority Areas
Growth	<ul style="list-style-type: none"> <li>- Diversify our economic base in response to the changing market;</li> <li>- Create a blue-print for our town centres, applying creative approaches to redevelopment of the offer;</li> <li>- Review land supply to support growth in those locations most attractive to the market;</li> <li>- Masterplan and deliver the investment necessary in the existing and critical infrastructure required to support growth; and</li> <li>- Improve Greater Manchester's connectivity locally, nationally and internationally.</li> </ul>
Supporting Business	<ul style="list-style-type: none"> <li>- Seize the economic growth potential of the global drive towards a low carbon economy and increased resource efficiency.</li> </ul>
Worklessness and Skills	<ul style="list-style-type: none"> <li>- Broaden the opportunities available to young people to reduce youth unemployment.</li> </ul>

#### The Greater Manchester Transport Plan

- 1.11 The Greater Manchester Transport Plan (“**GMLTP**”), produced by the ten greater Manchester local authorities and the Greater Manchester Passenger Transport Authority, identifies that:

*“the main town centres of Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, Stockport and Wigan are all well placed to benefit from the existing concentration of activity and good accessibility, with Bolton and Stockport being the most economically significant. The challenge for the LTP will be to ensure that transport supports the major regeneration plans that exist for each of the centres, so that footfall is maximized, whilst reducing carbon emissions.”*

#### South-East Manchester Multi-Modal Strategy

- 1.12 The South-East Manchester Multi-Modal Strategy (Final Report, September 2001) was prepared by Stockport, Cheshire East, Derbyshire and Tameside Councils and covers an area to the south-east of Manchester. The 20 year strategy was developed to deal with existing and predicted transport problems in the area.
- 1.13 The improvement works being undertaken as part of the TCAP closely align with the objectives of the Strategy, which include promoting environmentally sustainable economic growth and urban regeneration, improving amenity, safety and health by minimizing accidents and reducing pollution levels, enhance the areas' town centres, encourage community, cultural life and social inclusion, provide accessible public transport and improve cycling and

pedestrian facilities in residential areas.

#### Draft Greater Manchester Spatial Framework

- 1.14 In parallel with the development of the GMS, Greater Manchester has placed itself at the forefront of the debate for greater devolution from government to the city regions. In 2012, the GMCA secured a City Deal with the Government that gave the GMCA greater autonomy on matters such as business support, trade, investment and housing.
- 1.15 In March 2014, the GMCA submitted 'A Plan for Growth and Reform in Greater Manchester' to the Government. This document set out the basis of a new relationship between the Government and Greater Manchester that would enable the ten Greater Manchester local authorities to take more control of planning and transport in the region (amongst other things). A full Transport Strategy and Investment Plan was prepared with the Growth Plan which again highlighted the need to prioritise improved transport connectivity across the region and beyond, to support economic growth.
- 1.16 Since the election of the first Mayor of Greater Manchester, Andy Burnham, the Council has been working with the nine other local authorities in Greater Manchester to develop a new spatial framework.
- 1.17 The Greater Manchester Spatial Framework ("GMSF") will support the city-region to make the most of its towns and neighbourhoods and support development to benefit local people. This means supporting town centres, building new quality homes and attracting businesses. The GMSF will identify the land Greater Manchester needs to meet demand for housing and business development and will help manage the supply of land across the city-region. This will include:
- Determining how many new homes and how much land is needed for new jobs over the next 20 years, as well as identify broad locations or areas for development;
  - Identifying infrastructure (things like transport links and public services) required to support development; and
  - Identifying ways to protect the city-region's green space alongside development so that great places are developed where people want to live, work and visit.

## **2 LOCAL PLANNING POLICY**

### The Development Plan

- 2.1 The Development Plan for Stockport currently consists of the Stockport Core Strategy Development Plan Document (adopted in March 2011) and the saved policies within the Stockport Unitary Development Plan Review (May 2006).

### **Stockport Core Strategy**

- 2.2 The Core Strategy provides the overall spatial strategy for Stockport. It identifies why change is needed; what should be done; and where, when and how it is going to happen, including the provision of supporting infrastructure. The Core Strategy covers the period from its adoption – 2011 to 2026. The overall aim is to make Stockport more sustainable, meaning a physical pattern of development and land use that is beneficial for the people of the Borough and its visitors, and that protects the local and global environments – both at the current time and in the future.
- 2.3 The Core Strategy, at paragraph 3.2, sets out a list of objectives for the future of Stockport. These objective include:
- 2.3.1 Supporting economic development and regeneration in accessible locations, with particular emphasis upon developing key economic growth sectors;
  - 2.3.2 Developing Stockport town centre as the principal focus for employment in the office, retail, leisure and service sectors;
  - 2.3.3 Focusing office development also within the M60 Gateway, with other development in and around district centres and on existing employment areas in order to create a sustainable economy in the borough;
  - 2.3.4 Allocating and protecting appropriate land for industrial and warehousing uses in locations such as Bredbury Industrial Estate and other sites with good transport connections; and
  - 2.3.5 Ensuring that the jobs which are created within the borough are accessible to the maximum number of the borough's residents, through appropriate provision of employment sites, transport, education and skills training.
- 2.4 Other Core Strategy policies of particular relevance to the TCAP and the Scheme are as follows:



- 2.4.1 Policy CS9 encourages development that is in locations which are accessible by walking, cycling and public transport. The policy highlights that the Council will support development which reduces the need to travel by car. Development will be required to consider the needs of the most vulnerable road users first.
- 2.4.2 Policy CS10 highlights that the Council and its partners will manage development and seek to implement strategies which ensure that no section of the community suffers unnecessary inequality as a result of their transport needs not being sustainably met. The policy identifies a series of measures that have been identified by the Council and will be pursued in order to mitigate the impacts of development in the town centre, which are:
- a) An area-wide Travel Plan for Stockport Town Centre;
  - b) A new public transport interchange in Stockport town centre. This will not only improve interchange between bus and rail journeys, but will also be 'future-proofed' in order to accommodate the future extension of Metrolink into Stockport town centre from East Didsbury;
  - c) The Town Centre Accessibility Package (i.e. an earlier iteration of the TCAP) will be implemented to improve road infrastructure in and around the town centre. This will ease congestion for buses and for general road traffic; and
  - d) A separate strategy for transport in Stockport town centre strategic location will be set out in the forthcoming Allocations DPD (once adopted).
- 2.4.3 The TCAP, in respect of which the Scheme is an integral part, is identified as a key package of infrastructure works required to deliver Policy CS10 within the first 5 years of the Core Strategy plan period.
- 2.4.4 Policy CS11 highlights that the council's objective is for the development of a compact, accessible and pedestrian friendly retail core area, within a wider town centre which accommodates other town centre uses. Furthermore, the policy sets out the need for the heritage of the town centre to be preserved and where possible enhanced through quality design.

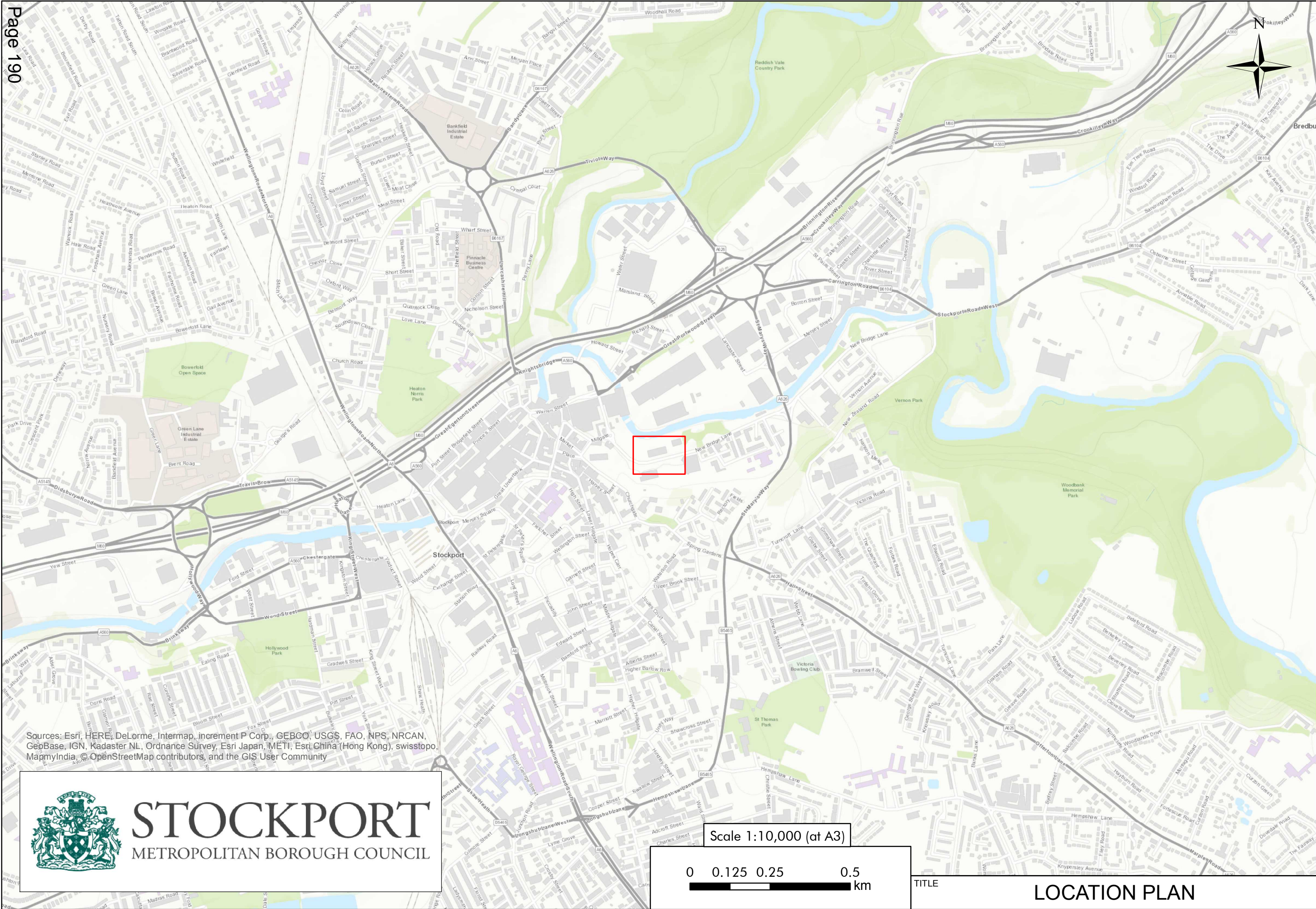
### **Stockport Unitary Development Plan Review**

- 2.5 The Unitary Development Plan (“UDP”) sets out the Council's policies and proposals in respect of the development and other use of land in the Borough. The UDP Review was adopted in May 2006 and is still part of Stockport's Development Plan Framework.

2.6 Policies of particular relevance to the TCAP and the Scheme are as follows:

- 2.6.1 Policy TCG1 highlights that development will be controlled and schemes permitted which promote Stockport town centre as an attractive and prosperous sub-regional retail and commercial centre, and which promote the regeneration of the M60 Gateway through high quality, mixed-use development.
- 2.6.2 Policy TCG1.2 confirms that the Council will bring forward and support proposals to sustain and enhance sustainable transport links into and through the town centre/M60 gateway area, especially to develop routes from the central transport hub. Development which is accessible using such links will be expected to maximise the opportunities for travel to their sites by sustainable modes, rather than by car. Contributions to improving the capacity of the links and/or improving other routes will be required commensurate with the scale of development and traffic impact.
- 2.6.3 Policy TCG1.4 states that the Council will bring forward and support proposals to sustain and enhance sustainable transport links into and through the Town Centre/M60 gateway area, especially to develop routes from the central 'transport hub' including (amongst others):
  - a) Strategic walking and cycling routes, including the Trans-Pennine Trail;
  - b) Existing or proposed Integrated Transport Corridor on the A6, A560 and A5145; and
  - c) Improving interchange facilities, including at the bus and rail stations.





Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



# STOCKPORT

METROPOLITAN BOROUGH COUNCIL

Scale 1:10,000 (at A3)

0

0.125

0.25

0.5

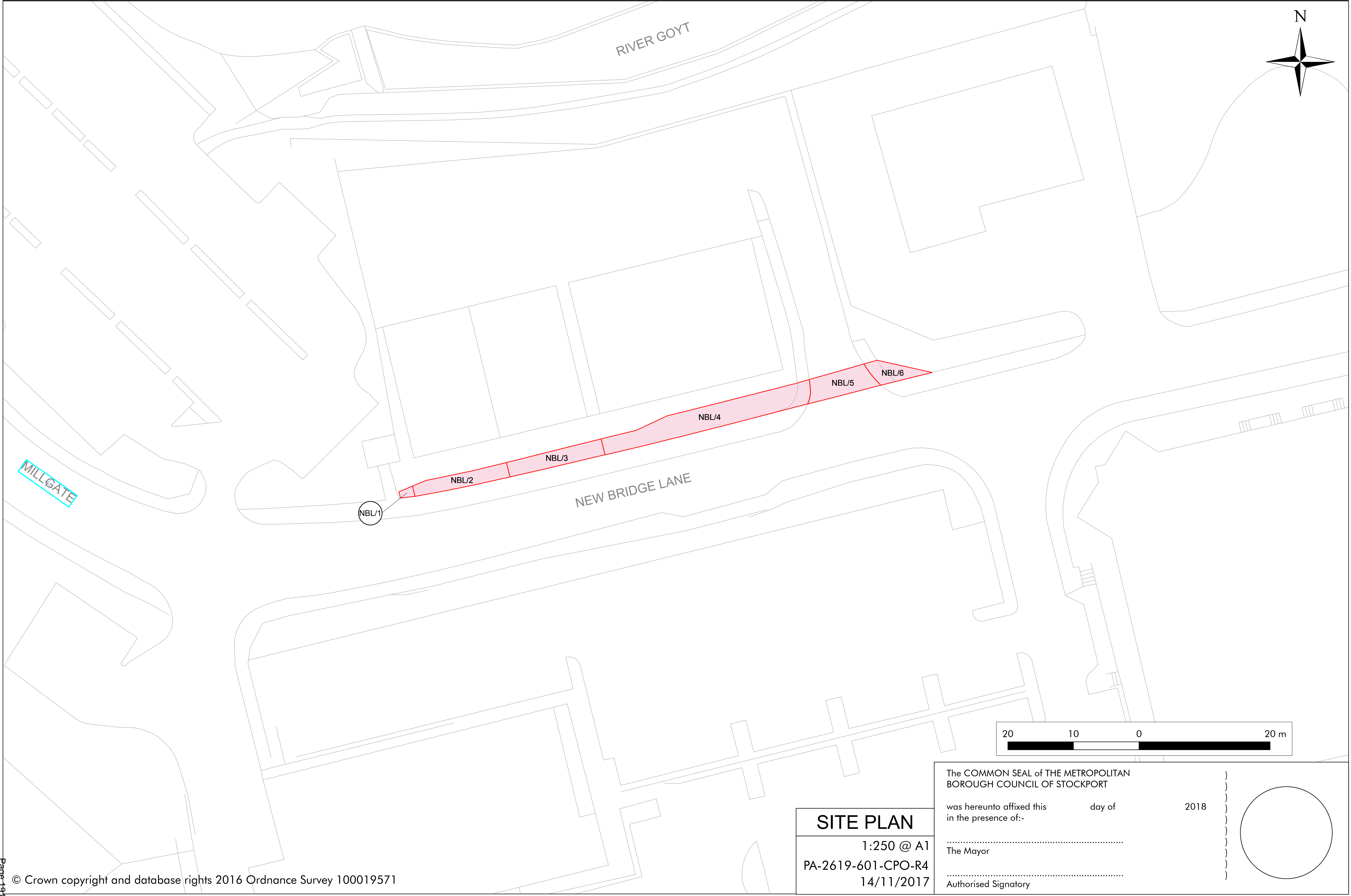
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TITLE

LOCATION PLAN



MAP REFERRED TO IN THE METROPOLITAN BOROUGH OF STOCKPORT (TOWN CENTRE ACCESS PLAN) (EASTERN LINKS)  
(NEW BRIDGE LANE IMPROVEMENT) COMPULSORY PURCHASE ORDER 2018

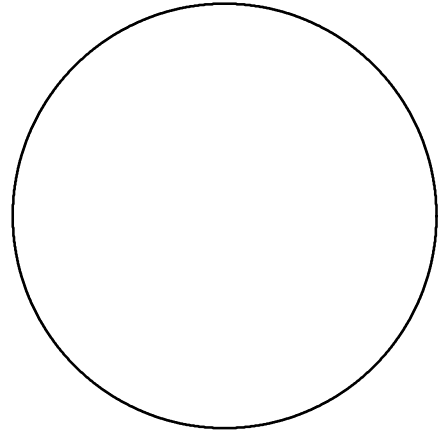


The COMMON SEAL of THE METROPOLITAN  
BOROUGH COUNCIL OF STOCKPORT

was hereunto affixed this                      day of                      2018  
in the presence of:-

.....  
The Mayor

.....  
Authorised Signatory



**SITE PLAN**

1:250 @ A1  
PA-2619-601-CPO-R4  
14/11/2017

**THE SCHEDULE**

TABLE 1					
Number on Map (1)	Extent, description and situation of the land (2)	Qualifying persons under section12(2)(a) of the Acquisition of Land Act 1981 (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
In the Metropolitan Borough of Stockport Council					
NBL/1	All interests other than the Acquiring Authority in 3 square metres of scrubland east of the pedestrian access to the electricity sub-station, south east of the New Bridge Lane Public Car Park and north of the public highway known as New Bridge Lane, Portwood, Stockport	<b>The Metropolitan Borough Council of Stockport</b> Town Hall Edward Street Stockport SK1 3XE  <i>(Registered Title)</i>  <b>Unknown Owners</b>  <i>(in respect of Mines &amp; Minerals)</i>	-	-	<b>The Metropolitan Borough Council of Stockport</b> Town Hall Edward Street Stockport SK1 3XE
NBL/2	32 square metres of scrubland, grassland and shrubs of light industrial Unit 3 New Bridge Lane, including alighting land of emergency access, east of the New Bridge Lane Public Car Park and north of the public highway known as New Bridge Lane, Portwood, Stockport	<b>Leslie R Tipping Limited</b> Unit 5 Phoenix Court Hammond Avenue Whitehill Industrial Estate Stockport SK4 1PQ  <i>(Registered Title)</i>  <b>Unknown Owners</b>  <i>(in respect of Mines &amp; Minerals)</i>	<b>Plumbase Limited</b> PO Box 1586 Gemini One John Smith Drive Oxford Business Park South Oxford OX4 9JF  <i>(Registered Title)</i>		<b>Plumbase Limited</b> PO Box 1586 Gemini One John Smith Drive Oxford Business Park South Oxford OX4 9JF
NBL/3	36 square metres of grassland and shrubs of light industrial Unit 2 New Bridge Lane, east of the New Bridge Lane Public Car Park and north of the public highway known as New Bridge Lane, Portwood, Stockport	<b>A D S Investments Limited</b> 45/49 Greek Street Stockport SK3 8AX  <i>(Registered Title)</i>	<b>Crown Paints Limited</b> Crown House Hollins Road Darwen BB3 0BG  (t/a the Crown Decorating Centre)  <i>(Registered Title)</i>		<b>Crown Paints Limited</b> Crown House Hollins Road Darwen BB3 0BG

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		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
In the Metropolitan Borough of Stockport Council					
		<b>Unknown Owners</b>  <i>(in respect of Mines &amp; Minerals)</i>			
<b>NBL/4</b>	108 square metres of grassland and shrubs of light industrial Unit 1 New Bridge Lane and part of western footway of the private access road, east of the New Bridge Lane Public Car Park and north of the public highway known as New Bridge Lane, Portwood, Stockport	<b>Jill Callaghan</b> 216 Longhurst Lane Mellor Stockport SK6 5PW  <i>(Registered Title)</i>  <b>Peter Andrew Callaghan</b> 216 Longhurst Lane Mellor Stockport SK6 5PW  <i>(Registered Title)</i>  <b>Catherine Ann Marriott</b> 117 Caroline Way Eastbourne BN23 5AX  <i>(Registered Title)</i>  <b>Unknown Owners</b>  <i>(in respect of Mines &amp; Minerals)</i>	?		?
<b>NBL/5</b>	37 square metres of private access road to entrance and car park of light industrial Units 1, 2 and 3 New Bridge Lane, east of the New Bridge Lane Public Car Park and north of the public highway known as New Bridge Lane, Portwood, Stockport	<b>Jill Callaghan</b> 216 Longhurst Lane Mellor Stockport SK6 5PW  <i>(Registered Title)</i>			<b>Unoccupied</b>

TABLE 1					
Number on Map (1)	Extent, description and situation of the land (2)	Qualifying persons under section12(2)(a) of the Acquisition of Land Act 1981 (3)			
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In the Metropolitan Borough of Stockport Council					
		<b>Peter Andrew Callaghan</b> 216 Longhurst Lane Mellor Stockport SK6 5PW  <i>(Registered Title)</i>  <b>Catherine Ann Marriott</b> 117 Caroline Way Eastbourne BN23 5AX  <i>(Registered Title)</i>  <b>Unknown Owners</b>  <i>(in respect of Mines &amp; Minerals)</i>			
<b>NBL/6</b>	20 square metres of grassland, services access and part of eastern footway of the private access road, east of the New Bridge Lane Public Car Park and north of the public highway known as New Bridge Lane, Portwood, Stockport	<b>Jill Callaghan</b> 216 Longhurst Lane Mellor Stockport SK6 5PW  <i>(Registered Title)</i>  <b>Peter Andrew Callaghan</b> 216 Longhurst Lane Mellor Stockport SK6 5PW  <i>(Registered Title)</i>  <b>Catherine Ann Marriott</b> 117 Caroline Way Eastbourne BN23 5AX  <i>(Registered Title)</i>			<b>Unoccupied</b>

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		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
In the Metropolitan Borough of Stockport Council					
		<b>Unknown Owners</b>  <i>(in respect of Mines &amp; Minerals)</i>			



TABLE 2				
Number on Map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 - not otherwise shown in Tables 1 & 2 (6)	
	Name and address	Description of Interest to be acquired	Name and address	Description of the land for which the person in adjoining column is likely to make a claim
In the Metropolitan Borough of Stockport Council				
<b>NBL/1</b>	<p><b>Jill Callaghan</b> 216 Longhurst Lane Mellor Stockport SK6 5PW</p> <p><b>Peter Andrew Callaghan</b> 216 Longhurst Lane Mellor Stockport SK6 5PW</p> <p><b>Catherine Ann Marriott</b> 117 Caroline Way Eastbourne BN23 5AX</p>	<p>Rights to use or construct any sewers, drains, watercourses, pipes, cables wires or other channels or conductors granted by a Transfer dated 8 August 1983</p> <p>Rights to use or construct any sewers, drains, watercourses, pipes, cables wires or other channels or conductors granted by a Transfer dated 8 August 1983</p> <p>Rights to use or construct any sewers, drains, watercourses, pipes, cables wires or other channels or conductors granted by a Transfer dated 8 August 1983</p>		
<b>NBL/2</b>	<b>Yorkshire Bank plc</b> 20 Merrion Way Leeds LS2 8NZ	Security of monies by a Memorandum of Charge dated 31 May 1991 in respect of Registered Freehold Title	Unknown successors to <b>Henry Raine Marriott</b>	Beneficiary of unknown covenants granted by a Conveyance dated 23 July 1879
	<p><b>Jill Callaghan</b> 216 Longhurst Lane Mellor Stockport SK6 5PW</p> <p><b>Peter Andrew Callaghan</b> 216 Longhurst Lane Mellor Stockport SK6 5PW</p>	<p>Rights to use or construct any sewers, drains, watercourses, pipes, cables wires or other channels or conductors granted by a Transfer dated 8 August 1983</p> <p>Rights to use or construct any sewers, drains, watercourses, pipes, cables wires or other channels or conductors granted by a Transfer dated 8 August 1983</p>		

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	Name and address	Description of Interest to be acquired	Name and address	Description of the land for which the person in adjoining column is likely to make a claim
	<b>Catherine Ann Marriott</b> 117 Caroline Way Eastbourne BN23 5AX	Rights to use or construct any sewers, drains, watercourses, pipes, cables wires or other channels or conductors granted by a Transfer dated 8 August 1983		
<b>NBL/3</b>	<b>Leslie R Tipping Limited</b> Unit 5 Phoenix Court Hammond Avenue Whitehill Industrial Estate Stockport SK4 1PQ  <b>Plumbase Limited</b> PO Box 1586 Gemini One John Smith Drive Oxford Business Park South Oxford OX4 9JF	Rights to use or construct any sewers, drains, watercourses, pipes, cables wires or other channels or conductors granted by a Transfer dated 10 February 1984  Rights to use or construct any sewers, drains, watercourses, pipes, cables wires or other channels or conductors granted by a Transfer dated 10 February 1984	Unknown successors to <b>Henry Raine Marriott</b>	Beneficiary of unknown covenants granted by a Conveyance dated 23 July 1879
	<b>Peter Andrew Callaghan</b> 216 Longhurst Lane Mellor Stockport SK6 5PW  <b>Jill Callaghan</b> 216 Longhurst Lane Mellor Stockport SK6 5PW	Rights to use or construct any sewers, drains, watercourses, pipes, cables wires or other channels or conductors granted by a Transfer dated 8 August 1983  Rights to use or construct any sewers, drains, watercourses, pipes, cables wires or other channels or conductors granted by a Transfer dated 8 August 1983		

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	Name and address	Description of Interest to be acquired	Name and address	Description of the land for which the person in adjoining column is likely to make a claim
	<b>Catherine Ann Marriott</b> 117 Caroline Way Eastbourne BN23 5AX	Rights to use or construct any sewers, drains, watercourses, pipes, cables wires or other channels or conductors granted by a Transfer dated 8 August 1983		
<b>NBL/4</b>	Unknown successors to <b>John Needham</b>	Beneficiary of Perpetual Yearly Rentcharge and unknown covenants granted by a Conveyance dated 31 December 1895	Unknown successors to the <b>Right Honourable Elizabeth, Vicountess Bulkeley</b>	Beneficiary of unknown covenants granted by Conveyances dated 30 June 1824 and 23 July 1879
			Unknown successors to <b>Henry Raine Marriott</b>	Beneficiary of unknown covenants granted by a Conveyance dated 23 July 1879
			Unknown successors to <b>Wilson's Brewery Limited</b>	Beneficiary of restrictions against trade or business for the supply or sale of beer, wine or spirits contained in a Conveyance dated 19 November 1954
			<b>Unknown Parties</b>	Beneficiaries (if any) of restrictive covenants (if any) granted by a Conveyance dated 25 March 1834
			<b>Unknown Parties</b>	Beneficiaries (if any) of restrictive covenants, rentcharges and easements that may have been imposed prior to 16 September 1980
			Unknown successors to <b>Mary Nield</b>	Beneficiary of unknown rights reserved by a Deed of Release dated 14 February 1901

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	Name and address	Description of Interest to be acquired	Name and address	Description of the land for which the person in adjoining column is likely to make a claim
<b>NBL/5</b>	<b>Leslie R Tipping Limited</b> Unit 5 Phoenix Court Hammond Avenue Whitehill Industrial Estate Stockport SK4 1PQ	Rights of Way reserved in a Transfer dated 10 February 1984	Unknown successors to the <b>Right Honourable Elizabeth, Vicountess Bulkeley</b>	Beneficiary of unknown covenants granted by a Conveyance dated 30 June 1824
	<b>Plumbase Limited</b> PO Box 1586 Gemini One John Smith Drive Oxford Business Park South Oxford OX4 9JF	Rights of Way reserved in a Transfer dated 10 February 1984		
	<b>A D S Investments Limited</b> 45/49 Greek Street Stockport SK3 8AX	Rights of Way reserved in a Transfer dated 10 February 1984		
	<b>Crown Paints Limited</b> Crown House Hollins Road Darwen BB3 0BG	Rights of Way reserved in a Transfer dated 10 February 1984		
	<b>Unknown Interests</b>	Rights of Way		
<b>NBL/6</b>	-		Unknown successors to the <b>Right Honourable Elizabeth, Vicountess Bulkeley</b>  <b>The Metropolitan Borough Council of Stockport</b> Town Hall Edward Street Stockport SK1 3XE  <b>James Anthony Bryan</b> Thornbank Benches Lane Marple Bridge Stockport SK6 5RY	Beneficiary of unknown covenants granted by a Conveyance dated 30 June 1824  Rights in respect of service connections (if any)  Rights in respect of service connections (if any)

TABLE 2				
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	Name and address	Description of Interest to be acquired	Name and address	Description of the land for which the person in adjoining column is likely to make a claim
			<b>Joyce Bryan</b> Thornbank Benches Lane Marple Bridge Stockport SK6 5RY  <b>Micheldever Tyre Services Limited</b> (t/a Direct Tyres - Protyre) Micheldever Station Winchester SO21 3AP	Rights in respect of service connections (if any)          Rights in respect of service connections (if any)

Children & Families Scrutiny Committee

Meeting: Wednesday,  
06 December 2017

Economy & Regeneration Scrutiny Committee

Meeting: Thursday, 07  
December 2017

## **STOCKPORT WORK AND SKILLS COMMISSION: UPDATE**

### Report of the Corporate Director for Place Management & Regeneration

#### **1. INTRODUCTION AND PURPOSE OF REPORT.**

- 1.1 The Council is committed to Inclusive Growth in Stockport to ensure that everyone in our communities benefits from growth. As part of this work, we are leading the Stockport Work and Skills Commission. This is an exciting and key piece of Inclusive Growth work with partners, businesses, communities and individuals in Stockport.
- 1.2 This report provides an update on progress with the Stockport Work and Skills Commission, and information about how we are developing an Inclusive Growth Framework for Stockport.

#### **2. Background.**

- 2.1 There are GM-wide issues relating to low productivity and we need to work out how can we go about addressing this. Certain people and communities find it harder to access good quality work and skills provision than others. Some employers report that they struggle to recruit and retain employees with the skills their businesses require. We will need to develop an understanding of the impact of issues such as these, and future issues like devolution to GM and Brexit.
- 2.2 The Stockport Work and Skills Commission is a great opportunity to identify and understand the priority work, skills and local economic issues that affect Stockport. It will be a short, focused exercise to lead a public debate with relevant stakeholders and partners on the work and skills issues that are impacting, and will impact, on the local people, businesses and economy in Stockport.
- 2.3 The Commission will also set out priority actions in response to what we learn so that we can drive change and improvement for people and businesses in Stockport to contribute more to inclusive growth.
- 2.4 We already know that, on average, people and businesses in Stockport are doing relatively well. However, we cannot be complacent about this, we know that this is not the case for everyone and we need to keep moving forward. Whilst we could probably create a set of priorities and actions for work and skills from our existing knowledge and experience, our preferred approach is to work with stakeholders and partners to discover additional information, perspectives and actions.

#### **3. The Stockport Work and Skills Commission.**

- 3.1 Through the Work and Skills Commission, we will work with businesses, partners, people seeking work / in work, education and skills sectors, to identify and explore the important work and skills issues for Stockport.
- 3.2 Paul Holme is the independent Chair for the Stockport Work and Skills Commission. Paul is a credible and experienced Chair who has gained extensive experience of work and skills through a successful career in senior roles in education, training, employment and skills funding. Professor Ruth Lupton and Dr Anthony Rafferty from the Inclusive Growth Analysis Unit are also contributing to the Commission.
- 3.6 Wider membership of the Commission will be drawn from:
- Cross party political representation in the Council.
  - The Council's senior leadership team and senior officers.
  - Employers from the Economic Alliance.
  - Members of the public.
  - GMCA Director for Skills.
  - Education, Skills and Training Providers (including Primary and Secondary phase representation).
  - College Principals.
  - HE representatives.
  - Stockport Homes.
  - Job Centre Plus.
  - Unions.
  - Chamber of Commerce and other bodies representing small businesses.
- 3.3 The work of the Commission will include a series of half day workshops that have a particular focus:
- businesses and business support organisations;
  - people seeking work or in work on low pay and/or hours;
  - skills, training and employability support providers.
- 3.4 Through the workshops, the Commission will:
- Review the nature of Stockport's economy currently and into the future.
  - Determine the skills and qualifications required in Stockport to ensure that:
    - the local economy remains competitive;
    - the local economy grows to its true potential;
    - the current and future workforce needs of local businesses are met;
    - local people can participate fully in Stockport's economic growth and make the most of the employment opportunities it brings.
  - Review the current approach of education and skills providers in Stockport (and across GM?), the associated resourcing and national policy drivers, and the local skills outputs/outcomes.
  - Review current relationships and engagement/interaction/planning between the business and education/skills sectors.
  - Determine whether the education and skills sector is meeting the current and future skills requirements of the Stockport economy and to identify any gaps in, or barriers to, effective provision.
  - Recommend any changes in approach required to ensure Stockport's future economic competitiveness – and support the development of a cross-sector action plan for change (e.g. a Stockport Work and Skills Plan).

- 3.5 The workshops will generate a range of views on what the main issues and problems with work and skills are, and provide suggestions for priorities and actions. We are also creating an online presence to provide information about the work of the Commission and to get an increased number of views / ideas from businesses, partners and people who cannot attend the workshops.
- 3.6 The work on Poverty Insight, which the Council is also doing now as part of its Inclusive Growth work, will contribute additional information and views from individuals' experiences of work / seeking work to inform the workshops, priorities and actions.
- 3.7 After the workshops are completed, a formal full day commission meeting will be held in public, where "expert witnesses" are invited to present evidence on behalf of businesses/employers, skills providers, young people and the community. The Commission will draw together the output from the workshops and online responses to produce a definitive set of top priorities and actions to go in to an action plan. The actions will not just be down to the Council to deliver, but also partners and other stakeholders.
- 3.8 A new Work, Skills and Employability Board will be established after the Commission has ended and will take ownership of the action plan from the Commission and drive the delivery of actions.
- 3.9 In terms of timing, the following table sets out the timeline for the Commission:

Activity	Timescale
"Deep dive" commissioned to look at current work and skills issues to inform the Commission.	Sept/Oct 2017
Desktop review to pull together as much information and evidence as possible about what is already known about predicted areas of economic growth and skills needs at national and local level.	Oct/Nov 2017
Canvass and recruit Commission membership.	Dec 2017
Launch event.	Jan 2018
Three workshops: one with people seeking work or in low pay / low hours work; one with a range of representatives from the learning and skills provision sector and one with representatives from businesses in Stockport. Online contributions taken.	Jan/Feb 2018
Formal full day commission meeting, held in public, where "expert witnesses" are invited to present evidence on behalf of businesses/employers, skills providers, young people and the community. Priority setting and action	Mar 2018



planning.	
Drafting of report detailing findings/recommendations and consultation with Commission members on final views.	Mar/Apr 2018
Report published, delivery of recommendations considered/adopted/commenced .	From Apr 2018

#### 4. Inclusive Growth.

##### 4.1 Our vision for a Framework for Inclusive Growth as a Council is:

*“we believe we can foster economic growth in a more inclusive way so that all communities enjoy good life chances, and, the benefits of growth in terms of jobs, prosperity and access to public services, are distributed to best meet the needs of Stockport residents both now and in the future.”*

It might not be quite right and may evolve as the Framework develops, but it is important that we start with a proposed vision to get the debate started.

- 4.2 It is essential that the Council engages closely with partners across the Borough to test whether both the vision and this approach proposed through the development of the Framework is the right one. We will do this via meetings, discussions, presentations with a wide range of organisations alongside a new social media/web platform to start to develop a wider profile and generate wider discussion and involvement.
- 4.3 This new approach aims to encompass not only the work of the Council in this area, but importantly all its partners and stakeholders to fully capture the scale of ambition and opportunity. It is about reducing inequalities, focusing on social as well as economic outcomes, making the public pound go further and harnessing more fully the potential of the private sector in delivering our ambition.
- 4.4 As mentioned before, in addition to the Stockport Work and Skills Commission set out above, Poverty Insight investigation work by the Council has also started. This work is being managed by the Neighbourhood Inclusion team and is a research method that aims to develop insight into the causes of poverty, understanding the impact of poverty on life experiences, choices and chances.
- 4.5 Using a community reporting approach that will support people to tell their story, and then bring those stories to the people (services) who need to hear them, it will pull together an evidence base to inform the development of an Inclusive Growth strategy that responds to local need and identifies community and service solutions to financial exclusion.
- 4.6 The outcomes will be dependent on the resulting collective response but will provide:
  - Insight into the causes of poverty.
  - Understanding of the impact of poverty on life experiences, choices and chances.
  - Evidence base to inform an Inclusive Growth strategy that responds to need.

- Identification of community and service solutions to financial exclusion.
- 4.7 The views and information gained through the Poverty Insight work will go into the Work and Skills Commission to inform their work.
- 4.8 Our approach is intended to lead to an outcome-led, delivery focused Inclusive Growth Framework for Stockport which is constantly updated to reflect changing circumstances.
- 4.9 We will deliver Inclusive Growth through partnership collaboration to capture the scale of our shared ambition and set clear goals. We will have an outcome-led focus that will allow us to track progress against our goals. We will start with a comprehensive understanding of existing work and its impact on this agenda, and we will use an approach that best meets the needs of Stockport residents now and in the future
- 4.10 The approach we have set out will present new challenges to all involved and may require changes to the way individual organisations work as well as how we collaborate. We want to ensure we develop a clear framework for delivery where together we track progress and measure our progress against a clear set of goals.
- 4.11 Our central aim of inclusive growth is to address the inequalities that span skills, income levels, health and life expectancy alongside less tangible issues such as aspiration and general well-being.
- 4.12 To measure our success we need to clearly baseline the position for Stockport currently. A summary of key challenges and baseline statistics gathered from a range of strategic documents across the Borough are:
- 13.5% (12,252) of households in Stockport are workless.
  - The Median salary in Stockport is £24,570 but 27.2% of the Borough's working age population earns less than £14,742.
  - 18,300 residents are in receipt of working tax credits to supplement low incomes, 80% of whom are in work.
  - In 2016, the median house price was 6.98 times the median salary, compared with 4.44 times 10 years earlier.
  - Private sector rents increased 8.7% in the 2 years to 2015/16 (this follows a 10 year period which saw the private rented sector grow 76.7% and the social rented sector contract 31.1%).
  - The combined effect of low pay, benefit dependency and welfare reform is that Stockport has 30,000 low-income households.
  - 36,400 people are living in poverty, of which 8,500 are children.
- 4.13 We will use a set of key measures as indicators for an Inclusive Growth Monitor to identify what impact our actions are having. The initial proposal is for the following to be used:

<b>Dimension</b>	<b>Broad Indicator</b>
Income	Out of work benefits; In-work tax credits; Low earnings
Living Costs	Housing affordability; Housing costs; Fuel poverty
Labour Market Exclusion	Unemployment; Economic inactivity; Workless households
Output Growth	Output; Private sector businesses; Wage/earnings
Employment	Workplace jobs; People in employment; Employment in Knowledge Intensive Services & Hi-tech manufacturing
Human Capital	Higher level occupations; Intermediate and higher level skills; Educational attainment

4.14 As we take actions, we should see improvements in these indicators, although some will clearly take a longer period than others to show change.

4.15 The success of Inclusive Growth will be dependent upon broad, frank and trusting engagement across partners and communities. Inclusive Growth is not just work for the Council to do. If we are to achieve the scale of our ambition for Inclusive Growth, then we need to engage and work effectively with partners, stakeholders, businesses and individuals so that they own and contribute to a shared vision of an inclusive and thriving Stockport.

## **5. CONCLUSIONS AND RECOMMENDATIONS**

4.1 The Committee is asked to note the report.

### BACKGROUND PAPERS

**There are none**

Anyone wishing to inspect the above background papers or requiring further information should contact Richard Mortimer on telephone number Tel: 0161 474 3864 or alternatively email [richard.mortimer@stockport.gov.uk](mailto:richard.mortimer@stockport.gov.uk)

## **TOWN CENTRE REGENERATION - MERSEYWAY**

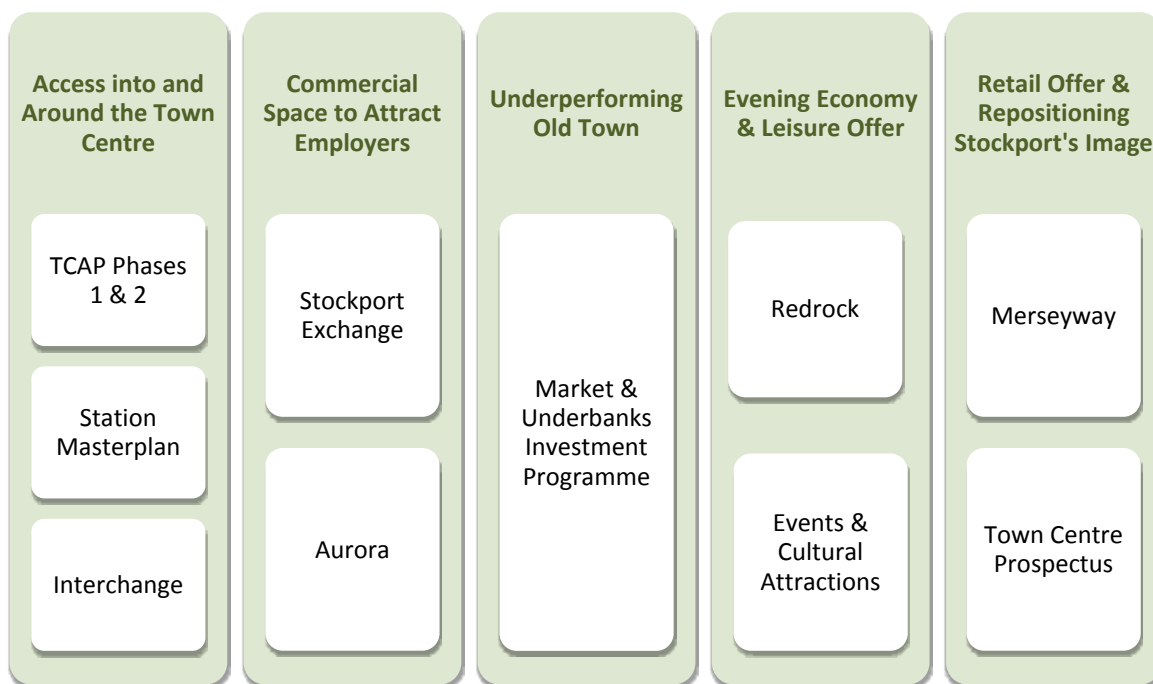
### Report of the Corporate Director for Place and Borough Treasurer

#### **1. PURPOSE OF REPORT**

- 1.1 The confidential report attached provides an overview for Members on the strategic approach that the Council has taken to the current and future role of Merseyway Shopping Centre within the context of our wider ambition for the town centre. The report is confidential by virtue of paragraph 3 of Schedule 12A of the Local Government Act 1972 in respect of which the public interest in maintaining the exemption outweighs the public interest in disclosing the information.
- 1.2 It updates Members on the Council's approach to managing Merseyway Shopping Centre and asks for Cabinet approval of the overarching redevelopment strategy set out in the report.
- 1.3 The report asks for approve in principle, and subject to further feasibility works, for a first package of works which comprises:
  - The creation of a Food Court;
  - The creation of semi-permanent retail and leisure 'pods' at suitable points along Merseyway;
  - Design works aimed at ensuring the former Next unit can be let at the earliest opportunity;
  - The property transaction as outlined in the report;
- 1.1. It asks for Cabinet approval for further feasibility work on the packages of work in line with the delegated authority and approved funding as described in the confidential report.
- 1.2. With regard to the structural and public realm works described in the confidential report, the report asks for Cabinet approval for the submission of a business case to Transport for Greater Manchester for Local Growth Fund resources and to sign the appropriate delivery agreement (subject to further Cabinet and / or Cabinet Member approval if required);
- 1.3. Finally, the report seeks Cabinet approval to amend the delegated authority in place to agree transactions as part of the ongoing estate and asset management of the shopping centre.

## 2. JOURNEY TO DATE

- 2.1 The Council's due diligence prior to acquisition demonstrated, Merseyway Shopping Centre was suffering from a lack of significant investment since the building of the covered section in the 1990s and this underinvestment was having a detrimental impact the town centre as a whole.
- 2.2 As part of the acquisition strategy and justification for the purchase of the centre it was envisaged that the Council would commit to a substantial capital investment (subject to completion of a business case demonstrating a satisfactory return) to carry out major refurbishment and redevelopment. The objective is to provide a modern and adaptable retail experience for all users and to make both the shopping centre and the town centre as a whole competitive going forward.
- 2.3 The Council's approach to Merseyway acquisition and redevelopment forms part of a wider investment programme. This programme reflects both the Council's ambition for Stockport and the town centre's underlying potential given its exceptional transport connectivity, its catchment and resident workforce, its unique historic built environment, and its proximity to Manchester city centre.
- 2.4 The current town centre programme comprises a range of schemes which individually and collectively address longstanding issues which have held Stockport back from realising its full potential:



- 2.5 The momentum generated by the current town centre programme provides a platform for subsequent phases of development, not least residential development, which help further shape the opportunities that Stockport can offer its residents, visitors, and businesses.
- 2.6 Merseyway Shopping Centre plays a central role in Stockport Town Centre as a retail hub, a place of large-scale employment, and a visitor attraction

- 2.7 The Council's vision for Merseyway is for the centre to provide a high quality retail and leisure offer which matches the current and future needs of retailers, visitors, and customers.
- 2.8 The strategy underpinning the approach set out in this report is, therefore, to create an attractive and adaptable environment which encourages users to spend time and enjoy the variety of experiences that the shopping centre and the town centre as a whole can offer.
- 2.9 This strategy is informed by the guiding principles of viability, deliverability, and affordability. It focuses on the following objectives:
- A high quality retail offer
  - An attractive physical environment
  - A much improved food and leisure offer
  - High quality access and amenity
  - Full integration into the wider town centre
  - A scheme which improves perceptions of the entire town centre.
- 2.10 It is in this wider context that the asset management strategy and redevelopment options for Merseyway have been worked up and assessed.
- 2.11 The option recommended for Cabinet approval is a part new build and refurbishment option on the grounds that it has the ability to create a major change by varying the proposed solution between refurbishment / new build as each part of the centre requires.
- 2.12 The principle of refurbishment can address many of the offer, access, and image concerns which have been identified. This flexibility also helps mitigate delivery risk via phased delivery as described in detail below.

### **3. RECOMMENDATIONS TO THE CABINET**

The Cabinet is recommended to:

- 3.1. Note the progress to date with regard to the Council's approach to managing Merseyway Shopping Centre;
- 3.2. Approve the strategic approach to the regeneration of Merseyway as outlined in the report;
- 3.3. Approve in principle, and subject to further feasibility works, a first package of works which comprises:
- The creation of a Food Court at Arden Walk;
  - The creation of semi-permanent retail and leisure 'pods' at suitable points along Merseyway;
  - Design works aimed at ensuring the former Next unit can be let at the earliest opportunity;
  - The property transaction as outlined in the report;

- 3.4. Authorise further feasibility work on the packages of work in line with the delegated authority and approved funding as described in the confidential report;
  - 3.5. With regard to the structural and public realm works described in the confidential report, and subject to further Cabinet and / or Cabinet Member approvals if required, authorise the submission of a business case to Transport for Greater Manchester for Local Growth Fund resources and sign the appropriate delivery agreement;
  - 3.6. Approve the proposed change to the delegated authority for approving property transaction set out in the confidential report so that responsibility for Estate Management is delegated to the Deputy Chief Executive and Corporate Director for Place Management and Regeneration.
  - 3.7. Authorise the Corporate Director for Place Management and Regeneration and Borough Treasurer in consultation with the Leader of the Council and Cabinet Member for Economy & Regeneration to take all necessary steps to implement the strategy in this report reporting back as necessary and appropriate to Cabinet.
- 4. RECOMMENDATIONS TO THE SCRUTINY COMMITTEE**
- 4.1. The Scrutiny Committee is recommended to comment on the proposals contained in this report.

#### BACKGROUND PAPERS

Merseyway: Acquisition of Leasehold Interests Executive Report, April 2016

#### CONFIDENTIAL APPENDICIES

Town Centre Regeneration - Merseyway Cabinet Report December 2017

CBRE Presentation on Redevelopment Options

For further information please contact George Perrin on Tel: 0161 474 4510 or by email [george.perrin@stockport.gov.uk](mailto:george.perrin@stockport.gov.uk).

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is Restricted



ECONOMY AND REGENERATION SCRUTINY COMMITTEE Meeting: 7 Dec. 2017

## **AGENDA PLANNING**

Report of the Democratic Services Manager

### **MATTER FOR CONSIDERATION**

The report sets our planned agenda items for the Scrutiny Committee's next meeting and Forward Plan items that fall within the remit of the Scrutiny Committee. The agenda items are indicative at this stage and may be subject to change.

### **INFORMATION**

**25 January 2018**

A6 Town Centre Corridor Report	Report
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### **RELEVANT ENTRIES IN NOVEMBER 2017 FORWARD PLAN**

Decision Reference	Subject Area for Decision	Expected Date of Decision	Decision Maker
E&R10	A6 Town Centre Corridor Report	6 February 2018	Cabinet
E&R15	A6 to M60 Relief Road	19 December 2017	Cabinet
E&R16	Car Parking Strategy	19 December 2017	Cabinet
E&R19	Town Centre Access Package (TCAP) Compulsory Purchase Order – Project 601	19 December 2017	Cabinet
E&R20	Resilient Network Review	19 December 2017	Cabinet
E&R21	Town Centre Regeneration - Merseyway	19 December 2017	Cabinet

### **RECOMMENDATION**

The Scrutiny Committee is invited to consider the information in the report and put forward any agenda items for future meetings of the Scrutiny Committee.

## BACKGROUND PAPERS

### Forward Plan

Anyone wishing to inspect the above background papers or requiring further information should contact David Clee on telephone number 0161 474 3137 or alternatively email [david.clee@stockport.gov.uk](mailto:david.clee@stockport.gov.uk)