Stockport Town Centre Parking Strategy

Baseline Report

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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.

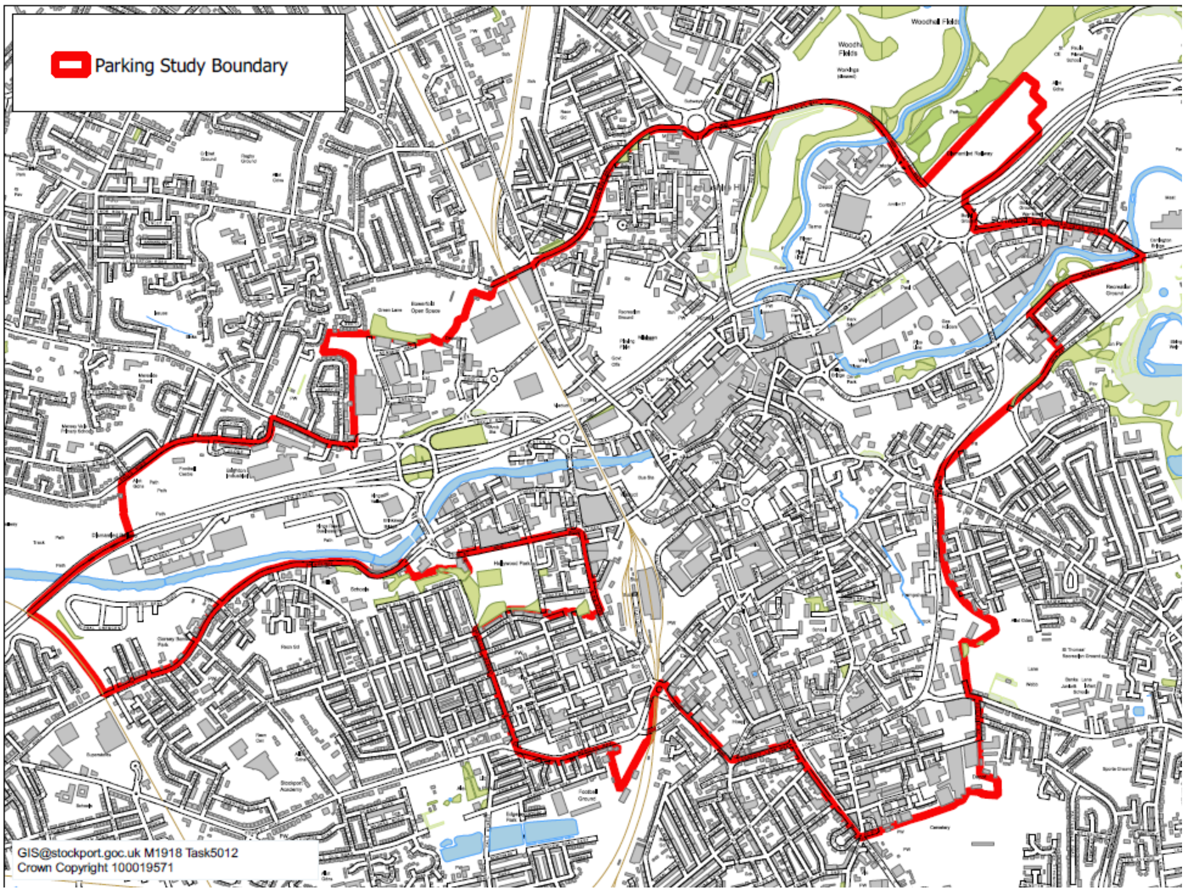
1.1.2 These growth plans need to be supported by the right parking infrastructure, with the right levels of car parking provided, in the right places and at the right tariff. A car parking strategy is therefore needed to ensure that the right mechanisms and processes are in place to plan for future provision. 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.

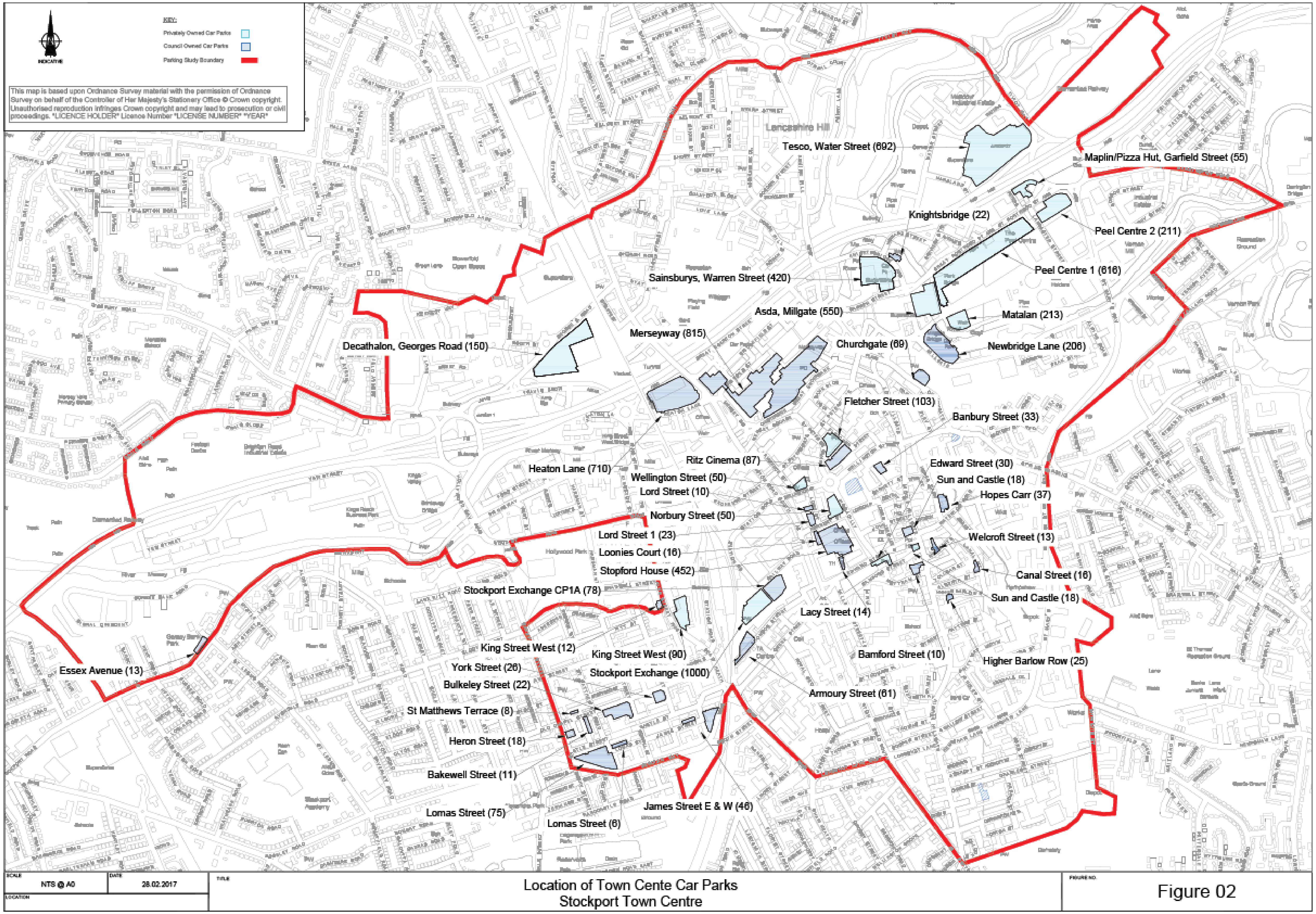


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Figure 2: Location of Town Centre Car Parks

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.

Table 1: Off Street Publicly Available Car Parks within Study Area as of 31/12/16

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
				Total	**7251**	**6738**

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

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	Surfac e	Free	8	0	0	0	None	n/a	0	N	N
2	Town Centre	Welcroft Street	Surfac e	Free	13	0	0	0	None	n/a	0	N	N
3	Town Centre	Armoury St.	Surfac e	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	Surfac e	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.	Surfac e	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	Surfac e	Mon - Sat: £0.50 per hour Sun: No charge	69	3	0	2	Dual swing beam	2.6m	0	N	N

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

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	Surfac e	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	Surfac e	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	Surfac e	Free Short Stay (1 Hour Max)	14	2	0	0	None	n/a	0	N	N
13	Town Centre	Loonies Court	Surfac e	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

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

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	Security: CCTV	Security: Help points	Security: 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

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	Surfac e	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	Surfac e	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	Surfac e	Resident Permit	12	0	0	0	None	n/a	0	N	N
27	Edgeley	Lomas Street	Surfac e	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	Surfac e	Free	18	0	0	0	None	n/a	0	N	N
29	Edgeley	York Street	Surfac e	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	Surtac e	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	Parking for Asda Customers Only Up to 2 Hours £1.00	550
8	Town Centre	Sainsbury's, Warren Street	Horizon Parking	Surface/ Multi Storey	Parking for Sainsbury's Customers Only 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/Piccadily (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

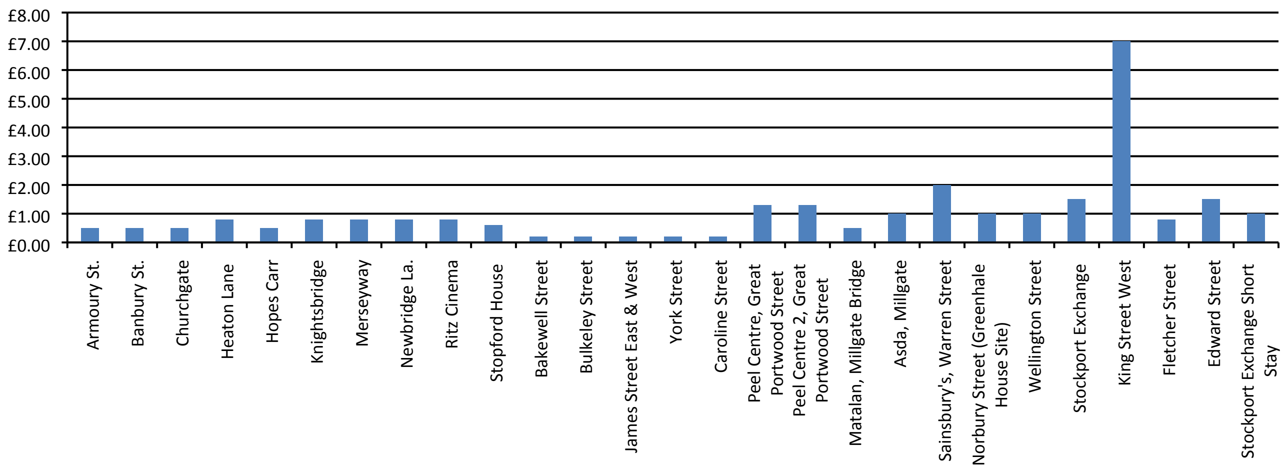
2.5.4 The cheapest car parks for every stay length are those Council owned car parks that are located within Edgeley. As these are not within the Town Centre core they have been removed from **Table 5** so a direct comparison between just the car parks within the Town Centre core can be made.

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.

Table 5: Parking Charge Comparison Summary (Town Centre core 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
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/Piccadily (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.

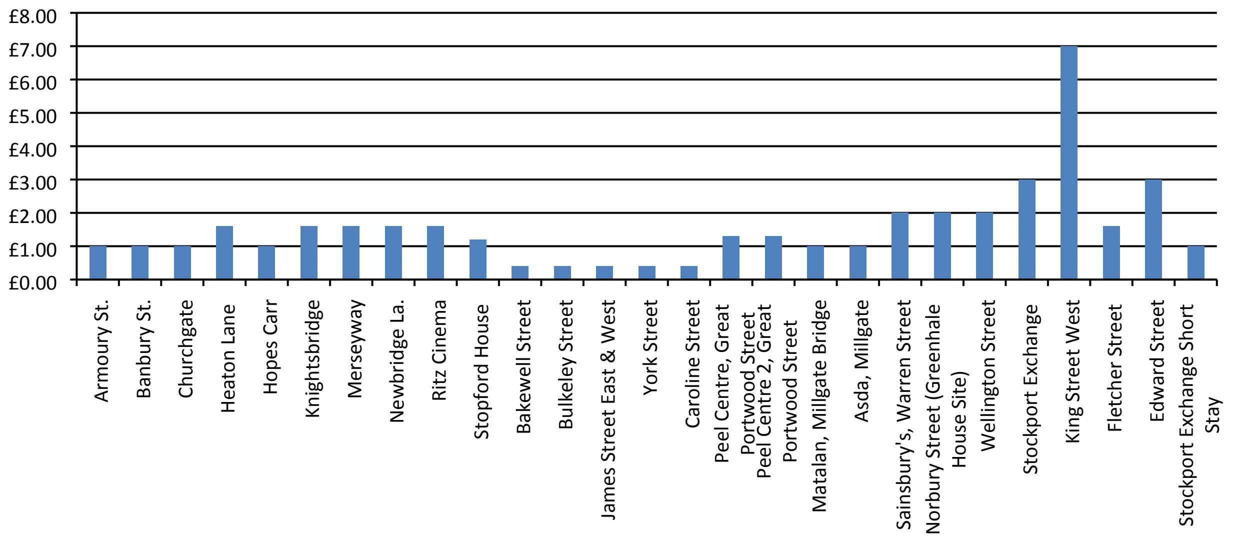
Figure 3: Off Street Car Parks - Charges for up to 1 hour



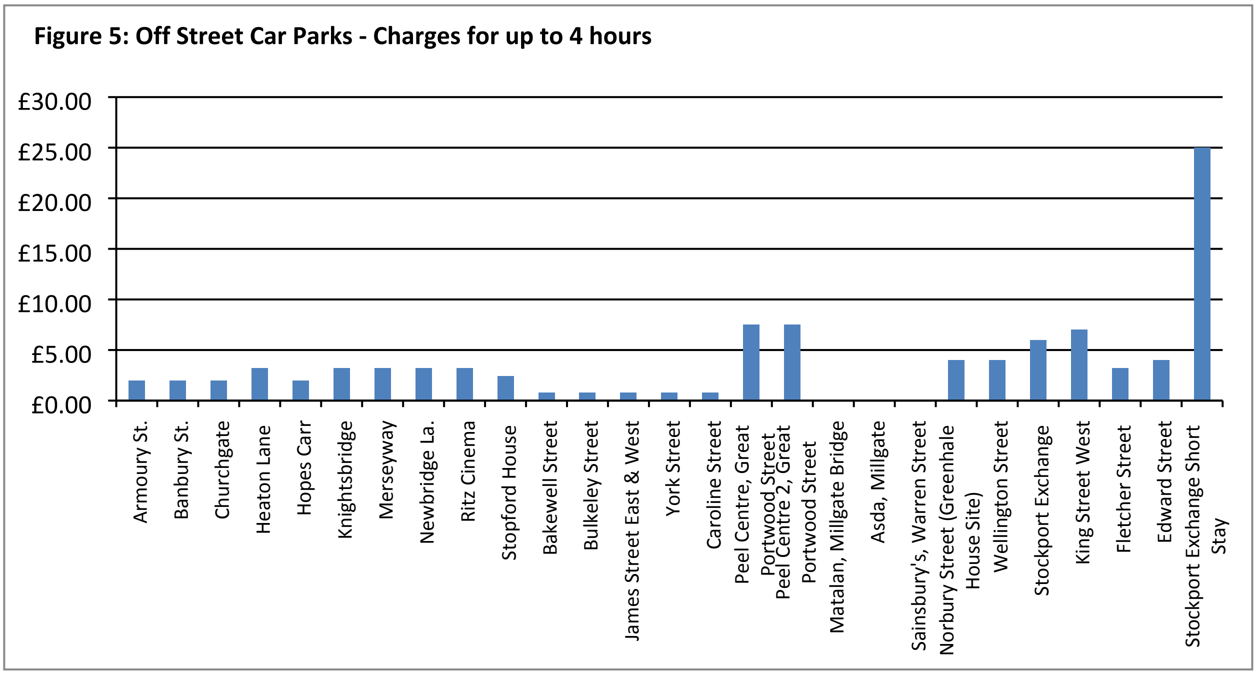
2.5.8 **Figure 3** compares the relative prices of each car park for lengths of stay up to 1 hour. The charge for up to an hour is generally just below the £1 mark across all Council owned car parks and £1.50 at privately operated car parks. The most expensive car park is King Street West, however this 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.

Figure 4: Off street car parks - Charges for up to 2 hours



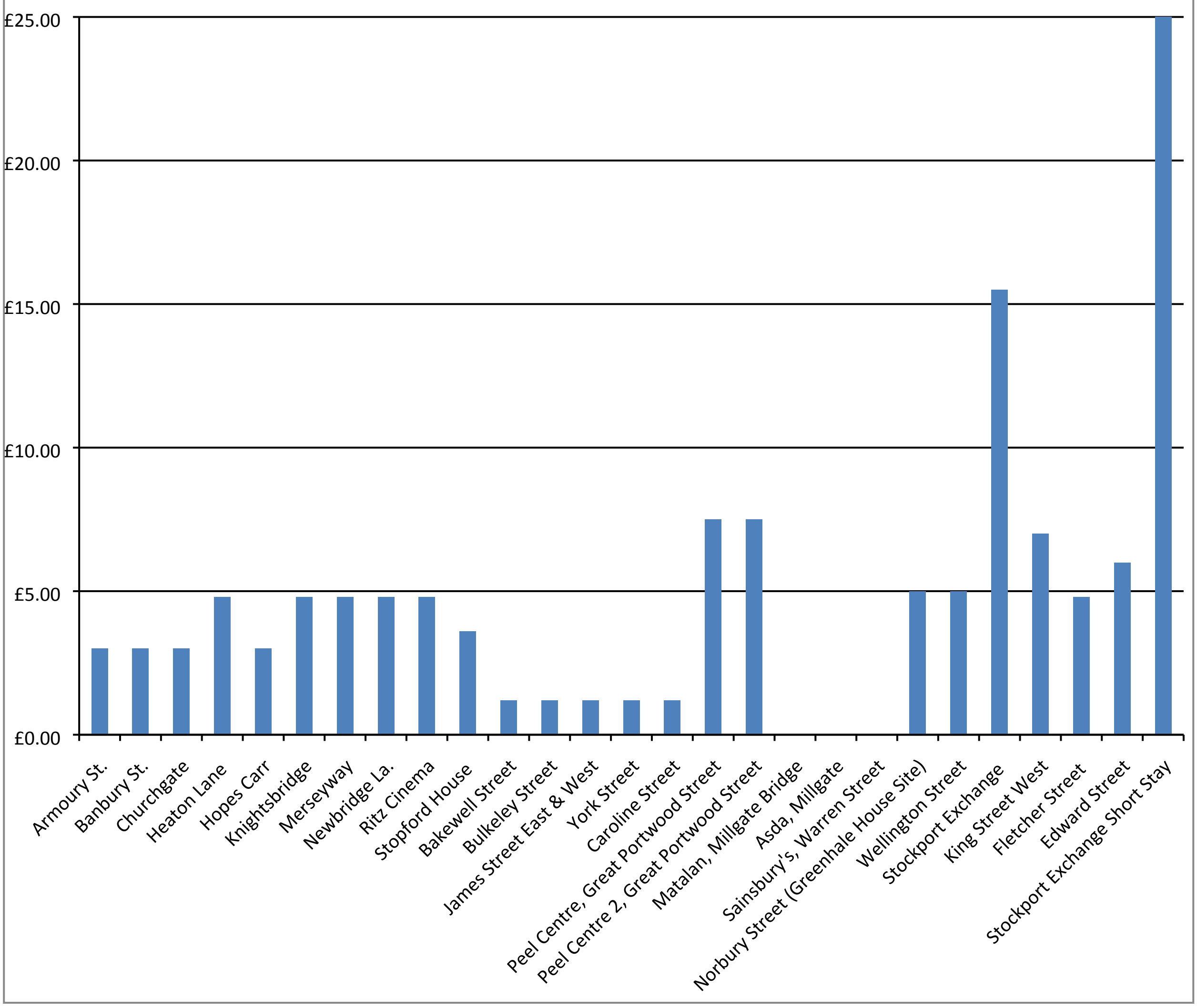
2.5.10 **Figure 5** compares the relative prices of each car park for lengths of stay up to 4 hours. Generally the pattern of charging is the same as for the 1 hour and 2 hour time periods however, the two Peel Centre car parks become the car parks with the highest charge, increasing from £1.30 for 3 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.

Figure 6: Charges for up to 6 hours



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
Total	**137**	**33**	**8**

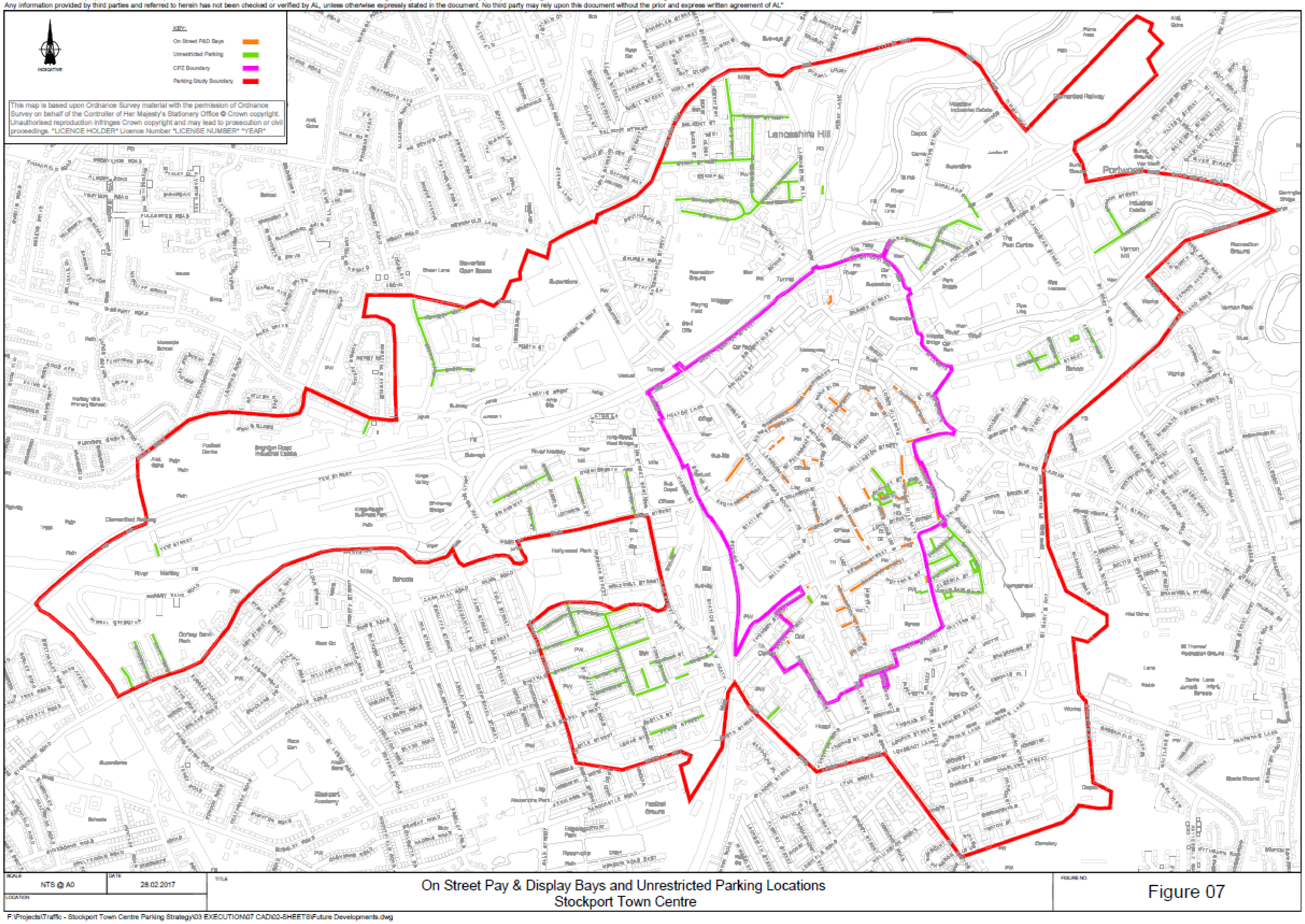


Figure 7 On Street Pay and Display Bays and Unrestricted Parking Locations

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	• Closure of 323 space car park at Great Egerton Street to accommodate the development • 360 space car park to be provided on site • Alternative capacity may need to be identified depending on expected overall demand of Red Rock/Merseyway
Aurora	Industrial	• 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.
Former Lamborghini Garage (Stockport Homes)	Office	• 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.
Stockport Interchange	Public Transport	• Public transport interchange with no on site car parking provision or requirement for car parking.
Covent Garden Village	Residential	• 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. • The development itself will have its own parking provision

Booth Street	Residential/ Care Home	• 50 dwellings and a 60 bed care home • 70 spaces will be provided on site

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 5,575m2 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	• Previously an office building with a private car park that was converted to a public car park until the site was developed. • Development now under construction and therefore this parking has been lost. • Increased demand on surrounding car parks/on street parking
Red Rock	2018	323	360	37	• Closure of Great Egerton Street car parks to facilitate the development and resultant loss of 323 short-stay parking spaces. • Loss of revenue • Proposed 360 space multi-storey car park however will be at capacity during the Saturday afternoon period. • Although available capacity within the Merseyway car park, other developments will place further demand on these spaces.
I H & S C (Hospital Office Facility)	2018	16	0	-16	• Closure of Loonies Court permit car park and loss of 16 spaces. • Additional 400 staff in a development with potentially no on site car parking provision.
	Total:	**413**	**360**	**-53**	

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.

Table 9 Local Area Price Comparison (2017 data)

	Town/City	Stockport	Rochdale	Bury	Bolton	Oldham	Average
Short Stay	**Example**	**Merseyway**	**Reed Hill**	**Parsons Lane**	**Central Street**	**Civic Centre**	
	1 hr	£0.80	Free	£2.00	£1.60	£1.30	**£1.14**
	2 hrs	£1.60	Free	£2.00	£3.20	£1.80	**£2.04**
	3 hrs	£3.20	Free	£2.30	£4.30	£2.50	**£2.46**
	4 hrs	£4.00	Free	£10.00	£8.00	£3.50	**£5.10**
	5 hrs	£4.80	Free	£10.00	£8.00	£3.70	**£5.30**
	6 hrs	£5.60	Free	£10.00	£8.00	£8.00	**£6.32**
	7 hrs	£6.20	Free	£10.00	£8.00	£8.00	**£6.44**
	8 hrs	£7.00	Free	£10.00	£8.00	£8.00	**£6.60**
	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	**£1.04**
	2 hrs	£1.00	Free	£2.00	£2.50	£1.70	**£1.44**
	3 hrs	£1.50	Free	£2.30	£3.00	£2.10	**£1.78**
	4 hrs	£2.00	£0.90	£5.00	£3.50	£2.90	**£2.86**
	5 hrs	£2.50	£1.20	£5.00	£4.00	£4.60	**£3.46**
	6 hrs	£3.00	£1.50	£5.00	£4.50	£4.60	**£3.72**
	7 hrs	£3.50	£2.80	£5.00	£5.00	£4.60	**£4.18**
	8 hrs	£4.00	£2.80	£5.00	£5.50	£4.60	**£4.38**
	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